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REPORTS

FROM

COMMITTEES:

SIXTEEN VOLUMES.

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—(15.)—

TIMBER DUTIES.

Session

19 *February*——10 *September* 1835.

VOL. XIX.

1835.

REPORTS FROM COMMITTEES:

1835.

SIXTEEN VOLUMES:—CONTENTS OF THE

FIFTEENTH VOLUME.

N. B.—*THE* Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Report; *and the* Figures *at the* end of the line, *refer to the* MS. Paging *of the Volumes arranged for The House of Commons.*

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REPORT

FROM THE

SELECT COMMITTEE

ON

TIMBER DUTIES;

TOGETHER WITH THE

MINUTES OF EVIDENCE,

AN APPENDIX, AND INDEX.

Ordered, by The House of Commons, *to be Printed,*
14 *August* 1835.

519.

Lunæ, 1° die Junii, 1835.

Ordered, THAT a Select Committee be appointed to take into consideration the Duties on Timber, and to report their Observations thereupon to The House.

And a Committee was appointed, of—

Mr. Poulett Thomson.	Sir Richard Vyvyan.
Sir Robert Peel.	Mr. Warburton.
Mr. Chancellor of the Exchequer.	Mr. Aaron Chapman.
Mr. Labouchere.	Mr. William Ord.
Sir James Graham.	Mr. Bannerman.
Mr. Robinson.	Mr. Hawes.
Mr. Hutt.	Mr. Stewart Mackenzie.
Lord Viscount Lowther.	Mr. Hawkins.
Mr. Ewart.	Mr. Bingham Baring.
Mr. Grote.	Mr. Patrick Maxwell Stewart.
Mr. Alderman Thompson.	Mr. Callaghan.
Mr. Strutt.	Mr. Tulk.
Mr. Herries.	Mr. Charles Arthur Walker.
Mr. Roebuck.	Mr. William Smith O'Brien.
Mr. George Frederick Young.	Mr. Vernon Smith.
Mr. James Oswald.	Mr. Ingham.

Ordered, THAT the Committee have power to send for Persons, Papers and Records.

Ordered, THAT Five be the Quorum of the Committee.

Veneris, 5° die Julii, 1835.

Ordered, THAT the Wood Duties Bill be referred to the Committee.

Veneris, 14° die Augusti, 1835.

Ordered, THAT the Committee have power to report their Opinion, together with the Minutes of Evidence taken before them.

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REPORT.

THE SELECT COMMITTEE appointed to take into consideration the DUTIES ON TIMBER, and to report their Observations thereupon to The House; and to whom several Petitions upon the Timber Duties presented to The House in the present Session, and a Bill to provide for the better Collection of the Duties on Wood, the produce of places in Europe, were severally referred; and who were empowered to report their Opinion thereupon, together with the MINUTES of the EVIDENCE taken before them, to The House:——HAVE, pursuant to the Order of The House, examined the Matters to them referred, and have agreed to the following RESOLUTIONS:

RESOLVED, THAT it is the opinion of this Committee, that the present mode of taking the Duties on Deals is susceptible of improvement; and that this Committee would recommend that a mode be adopted, which shall approach more nearly to a payment according to the contents of the Deals.

Resolved, THAT it is the opinion of this Committee, that the difference of Duty of 45*s.* now imposed by Law upon Timber the produce of Europe, as compared with Timber the produce of our North American Colonies, is too great, and may be reduced.

Resolved, THAT it is the opinion of this Committee, that, having a due regard to the interests which have been created in the British North American Colonies by the system hitherto pursued, and to the representations of the Shipping Interest, a reduction of the Protective Duty, not exceeding 15*s.* per load, appears to them to be a fair arrangement.

Resolved, THAT it is the opinion of this Committee, that such reduction be made, so far as may be consistent with the interests of the Revenue, without any augmentation of the Duty on Colonial Timber.

Resolved, THAT it is the opinion of this Committee, that, in any alteration made, such alterations should not effect the Shipments made in the year 1836.

Resolved, THAT it is the opinion of this Committee, that there should be an uniform mode of taking the Duty on Deals throughout the United Kingdom.

14 *August* 1835.

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MINUTES OF EVIDENCE.

Jovis, 11° *die Junii*, 1835.

THE RIGHT HON. CHARLES POULETT THOMSON,

IN THE CHAIR.

James Deacon Hume, Esquire, called in; and Examined.

James D. Hume, Esq.

11 June 1835.

1. YOU were formerly of the Custom-house, and are now of the Board of Trade?—Yes.

2. Are you then able to give the Committee an account of the progress of the duties on timber for a series of years?—The rates of duties charged, and not the produce, I presume, is meant. I will commence with the year 1787, when a general consolidation of customs and other duties took place; and then the duty on all the timber was 6 *s.* 8 *d.* the load of 50 cubic feet in a British ship, and 2 *d.* more in a foreign ship. In 1795, two years after the commencement of the war, Parliament began to lay on additional duties, with a view to revenue; and I have an account here of the additions, which I will deliver in. The first four small additions are hardly worth stating; but in 1801 the whole duty had risen to 14 *s.* 8 *d.* the load in a British ship, with 3 *d.* more in a foreign ship. In 1803 the duty in a British ship was raised to 1 *l.* 2 *s.* 6 *d.*, with an addition of 10 *d.* in a foreign ship. In 1809 another consolidation took place; and then the duty was 1 *l.* 7 *s.* 4 *d.* in a British ship, with an addition of 1 *s.* 4 *d.* when in a foreign ship. In 1810, which is the commencement of the protective system, those duties were doubled; they were, therefore, 2 *l.* 14 *s.* 8 *d.* the load in a British ship, with an addition of 2 *s.* 8 *d.* in a foreign ship. In 1813 an addition of 25 per cent. on all customs' duties was imposed, making 3 *l.* 4 *s.* 11 *d.* in a British ship, with an addition of 3 *s.* 2 *d.* in a foreign ship. That was still during the war.

3. That was when the Prussian government was freed from the French influence?—It must be about that period; but as there was an increase of 25 per cent. alike on all customs' duties, it must have been intended, in any case, for revenue alone. In 1819 another consolidation took place, and then the duties of customs were put on a footing adjusted to a state of peace. Many of the duties of customs had been termed "war duties," and intended to be temporary; they were now almost all added to and consolidated with the permanent duties. The duty on timber was now made 3 *l.* 5 *s.* the load in a British ship, with 3 *s.* addition in a foreign ship. In 1821 the timber duties underwent a peculiar revision; and the load of timber in a British ship was then settled at 2 *l.* 15 *s.*, with an addition of 2 *s.* 9 *d.* in a foreign ship: 10 *s.* a load was also then imposed on Colonial timber, and for the first time that any duty was paid upon that article; at least, I should say, that Colonial timber was virtually free up to that time. It thus appears, that since 1795 the duty had risen from 6 *s.* 8 *d.* a load to 2 *l.* 15 *s.*; and that the protection to the British ship had been swelled from 2 *d.* a load to 2 *s.* 9 *d.*

[*The Witness delivered in the paper.*]

James D. Hume, Esq.

11 June 1835.

PROGRESS of the Duties on European Fir Timber, from the Year 1787.

Years.	ACTS.	DUTIES.	£.	s.	d.	In a British Ship, the Load. £.	s.	d.	In a Foreign Ship, the Load. Additional. £.	s.	d.
1787	27 Geo. 3, c. 13	Consolidation Act - -	-	-	-	-	6	8	-	-	2
1795	35 Geo. 3, c. 20	Additional - - -	-	3	4	-	10	-		—	
1796	37 Geo. 3, c. 15	5 per cent. - - -	-	-	6	-	10	6	-	-	2½
1797	37 Geo. 3, c. 110	Ditto - - - -	-	-	6	-	11	-			
1801	41 Geo. 3, c. 28	Additional - - -	-	3	8	-	14	8	-	-	3
1802	42 Geo. 3, c. 43	Ditto - - - -	-	2	2	-	16	10		—	
1803	43 Geo. 3, c. 68	Consolidation Act - -	-	-	-	1	-	-	-	-	9
—	43 Geo. 3, c. 70	12½ per cent. additional -	-	2	6	1	2	6	-	-	10
1804	44 Geo. 3, c. 53	12½ - - ditto - -	-	2	6	1	5	-	-	-	11½
1806	46 Geo. 3, c. 42	8¾ - - ditto - -	-	1	8	1	6	8	-	1	-½
1809	49 Geo. 3, c. 98	Consolidation Act - -	-	-	-	1	7	4	-	1	4
1810	50 Geo. 3, c. 77	Additional - - -	1	7	4	2	14	8	-	2	8
1813	53 Geo. 3, c. 33	25 per cent. on permanent duty - - - -	-	10	3	3	4	11	-	3	2
1819	59 Geo. 3, c. 52	Consolidation Act - -	-	-	-	3	5	-	-	3	-
1821	1 & 2 Geo. 4, c. 37	Reduced - - -	-	10	-	2	15	-	-	2	9

I have a similar account with regard to deals, and I would submit to the Committee, that timber and deals form so large a proportion of the whole wood trade, that perhaps the subject will be most conveniently considered with reference to them chiefly, I have therefore directed my attention more particularly to those two articles. The account which I have prepared in regard to the progress of the duties, and which I propose to deliver in, is framed in a way to show, as far as I am able, the effect of the charge of duties on deals by tale, with reference to the duty on them by the load, and the duty on timber. When the duty on timber was 6*s.* 8*d.* the load, the duty on deals under 20 feet in length, was 2*l.* 13*s.* the hundred (that is the long hundred of 120 pieces). This duty lasted to 1795, between which year and 1801, four small separate additions were made. In 1801 (when the duty on timber was 14*s.* 8*d.*) the duty on the 120 deals up to 20 feet in length, was 5*l.* 16*s.* 9*d.* In 1802 it was increased to 6*l.* 8*s.*

4. Was there no discriminating duty on deals between British and foreign ships?—Yes, but it bears so near a proportion to that on timber, that a knowledge of the difference on the logs will guide the mind with regard to the deals. In 1809, the duty on the long hundred of deals of the same description, was 8*l.* 15*s.* In 1810, all the wood duties were doubled, and therefore the 8*l.* 15*s.* then became 17*l.* 10*s.* In 1813, the 25 per cent. before mentioned was added, making the duty 20*l.* 15*s.* 7½*d.* In 1819, by the Consolidation Act of that year, the duty was made 20*l.* 15*s.* 8*d.*

5. The effect of consolidation was rather to raise it?—It put on only a halfpenny to get rid of a fraction. In 1821 the scale of dimensions was changed, the duty was then made 19*l.* upon the 120 deals, not more than 16 feet long, and 22*l.* upon deals from 16 to 21 feet long: the effect of so much rise of duty under so large a latitude with regard to lengths, had long been very injuriously felt, and therefore this new scale was adopted with a view to reduce, in some degree, the inconvenience arising from it. When the duty was only 2*l.* 13*s.* the 120, the charge upon each deal was 5¼*d.* In 1802, the charge upon each deal had become 1*s.* 0¾*d.* In 1809, the charge per deal had risen to 1*s.* 5½*d.* In 1810, it was 2*s.* 11*d.* Previous to this, or approaching to this time, all deals were of the length of 12 feet; the right of extending them to 20 had not been availed of, and consequently the duty bore an understood proportion to the quantity of timber in the 120 deals. As the rate increased in the manner described, it became the interest of the parties to make the deals as long as they possibly could, in order to bring in as much wood at a given rate of duty as possible. The consequence of which has been, that a practice has arisen in the timber countries, by means of which the duty by the load on deals from some quarters is very considerably below the duty by the load on timber.

6. In 1821, when the scale of dimensions was changed, and a new rate of duty fixed,

fixed, was there any duty fixed on the Colonial deals for the first time?—Yes, 2 *l.* a hundred, as against the 19 *l.* for the 16 feet lengths, and 2 *l.* 10 *s.* as against the 22 *l.* for the 21 feet lengths. But I believe that we receive none but 12 feet deals from the Colonies; and of course none of these liable to the higher rate. The duty therefore on the Colonial deals is about one-ninth of that on the European deals, and the duty on the Colonial log is about one-fifth that on the European log.

[*The Account was delivered in.*]

PROGRESS of the Duties on European Timber and Deals, from the Year 1787, when Imported in a British Ship.

YEARS.	Duty on Timber, the Load.	Duty on Deals 3½ inches thick, the 120.	Lengths of Deals in feet.	Amount of Duty on each Deal.
	£. s. d.	£. s. d.	*Feet.*	s. d.
1787 - - -	- 6 8	2 13 -	8 to 20	- 5¼
1795 - - -	- 10 -	3 19 6	- ditto.	
1796 - - -	- 10 6	4 3 6	- ditto.	
1797 - - -	- 11 -	4 7 6	- ditto.	
1801 - - -	- 14 8	5 16 9	- ditto.	
1802 - - -	- 16 8	6 8 -	- ditto -	1 - ¾
1803 - - -	1 - -	6 8 -	- ditto.	
— - - -	1 2 6	7 4 -	- ditto.	
1804 - - -	1 5 -	8 - -	- ditto.	
1806 - - -	1 6 8	8 10 8	- ditto.	
1809 - - -	1 7 4	8 15 -	- ditto -	1 5½
1810 - - -	2 14 8	17 10 -	- ditto -	2 11
1813 - - -	3 4 11	20 15 7½	- ditto.	
1819 - - -	3 5 -	20 15 8	- ditto.	
1821 - - -	2 15 -	19 - -	6 to 16	3 2
— - - -	- - -	22 - -	16 to 21	

7. Can you show what the consumption of timber has been during those years to which you have alluded?—I have an account of the total imports of timber in the log. A similar account of deals may be made out; but the proportions can be assumed, I believe, sufficiently for any general estimate. I have this account from 1788 to the present time. I begin it with the year 1788, for the sake of including the five years last before the war. In those five years the average consumption of imported timber was 222,057 loads in the log.

8. Is that all kinds of timber, or Baltic only?—Both Baltic and Colonial; 219,396 loads were from Europe, and 2,660 from the Colonies.

9. Does this include Ireland?—Yes, this is for the United Kingdom. I beg to observe that this is made up from public documents to which I have had access; the particular Custom-house accounts which are expected for the present occasion, are not yet delivered, and therefore in case any discrepancy should appear in the figures I now speak from, I feel confident it will be only in small amounts. I cannot be sure that the account may not include some trifling quantities of other timber than fir. In the next five years from 1793 to 1797, five years of the war, the whole amount had fallen to 165,825 loads, of which 164,600 came from Europe, and 1,225 from the Colonies. In the course of this period the duty had been raised to 10 *s.* In the five years from 1798 to 1802, the average annual consumption of imported timber was 180,935 loads, of which 178,019 loads came from Europe, and 2,916 from the Colonies.

10. What was the duty then?—From 14 *s.* 8 *d.* to 16 *s.* 2 *d.* the load. The next quinquennial average was from 1803 to 1807, when the whole quantity imported stands 249,010 loads, of which 232,477 was from Europe, and 16,533 from the Colonies. In this period the duty had risen to 1 *l.* 6 *s.* 8 *d.* The next average from 1808 to 1812 gives a total of 194,255 loads, of which 73,718 only were from Europe, and 120,537 from the Colonies; the duty in this period had been till 1809, 1 *l.* 7 *s.* 4 *d.*, and the remainder of the period, 2 *l.* 14 *s.* 8 *d.* It may be well here to observe, that this cycle includes the year 1810, which was the first year of the avowed protection. 1813 is a year for which we cannot get accounts, in consequence of the destruction of the Custom-house by fire. It fortunately

James D. Hume, Esq.

11 June 1835.

happens, that it is a year of the transition in our commercial relations with the north of Europe, and it may be left out perhaps without injury to the subject. I take, therefore, the average of five years, from 1814 to 1818, and it gives a total of 273,453 loads, of which 125,855 came from Europe, and 147,597 from the Colonies. I would beg to state a peculiarity in one of these years, which perhaps had better be mentioned: the year 1814, the trade of the Colonies, I believe, was very much interrupted by the American war, and to which only I can attribute the circumstance, that in that year only 50,790 loads came from the Colonies, although in 1812, 171,795 had come from thence; while in the same year, 126,289 loads were the imports from Europe, which had furnished only 27,176 loads in 1812. This great change, back again as it were to the former proportions, can only, I believe, be accounted for by the existing war at that time with America.

11. What was the duty from 1814 to 1818?—It may be called 3 *l.* 5 *s.* The next average of five years, from 1819 to 1823, gives a total of 452,158 loads, of which 116,600 was imported from Europe, and 335,556 from the Colonies; the duty then being, first, 3 *l.* 5 *s.* until 1821, with no duty on the Colonial timber; but in 1821, the duty on the foreign timber was reduced to 2 *l.* 15 *s.*, and a duty of 10 *s.* was imposed upon the Colonial timber, reducing the difference between the two, from 3 *l.* 5 *s.* to 2 *l.* 5 *s.* The next average, from 1824 to 1828, gives a total of 602,793 loads, of which 191,890 were brought from Europe, and 410,903 from the Colonies; the duty still being 2 *l.* 15 *s.* on the European timber, and 10 *s.* on the Colonial. The last of these quinquennial averages which I have formed is from 1829 to 1833; the average quantity imported in that period was 535,466 loads, of which 122,783 came from Europe, and 412,682 from the Colonies; the duty still continuing 55 *s.* on the European timber, and 10 *s.* on the Colonial. I have also computed the per-centage proportions of the two sources of supply during these nine periods. In the first three the Colonial timber was one per cent. of the whole; that is, in the first 15 years up to 1802, 99 parts came from Europe and one from the Colonies. In the five years from 1803 to 1807, the Colonial timber was six per cent. of the whole. In the next five years, from 1808 to 1812, the Colonial timber was 62 per cent. In the five years (leaving out 1813) from 1814 to 1818, the Colonial timber was 54 per cent. In the five years from 1819 to 1823, the Colonial timber was 74 per cent. In the five years from 1824 to 1828, the Colonial timber was 68 per cent.; and in the five years from 1829 to 1833, the Colonial timber was 76 per cent.

[*The same was delivered in, and read, as follows:*]

ABSTRACT.—Imports of TIMBER into the United Kingdom.

	Periods of Five Years each.	Average Quantities in each Period,			Per Centage Proportion.	
		From the Baltic.	From the British North American Colonies.	TOTAL.	BALTIC.	COLONIAL.
		Loads.	*Loads.*	*Loads.*	*Per Cent.*	*Per Cent.*
1	From 1788 to 1792	219,396	2,660	222,057	99	1
2	— 1793 – 1797	164,600	1,225	165,825	99	1
3	— 1798 – 1802	178,019	2,916	180,935	99	1
4	— 1803 – 1807	232,477	16,533	249,010	94	6
5	— 1808 – 1812	73,718	120,537	194,255	38	62
6	— 1814 – 1818	125,855	147,597	273,453	46	54
7	— 1819 – 1823	116,600	335,556	452,158	26	74
8	— 1824 – 1828	191,890	410,903	602,793	32	68
9	— 1829 – 1833	122,783	412,682	535,466	24	76

I will now put in an account, showing these particulars separately for each of the years of the whole period, from which the state of the trade two years before and two years after 1821 will be seen. In 1819, when the whole import was 442,157 loads, the European proportion was 119,257, and the Colonial 322,920. In 1820, the whole quantity was 373,654, of which 65,841 was European, and 307,813 Colonial. In 1821, the whole quantity was 416,765, of which 99,202 was European, and 317,563 Colonial. In 1822, the whole quantity was 482,989, of which

137,248

137,248 was European, and 345,741 was Colonial. In 1823, the whole quantity was 545,219, of which 161,472 was European, and 383,747 was Colonial.

12. What was the quantity in 1833?—The whole quantity was 521,524 loads, of which, 104,694 was European, and 416,830 was Colonial, which gives as nearly as possible four-fifths to the Colonies, and one-fifth to Europe.

13. In the quintennial period from 1824 to 1828, the average is larger than in either the preceding or the succeeding periods; can you tell what proportion of that is attributable to the imports of 1826?—The importations of 1824, 1825 and 1826 are considerably larger than in any other year before or since. I will deliver in an account exhibiting the amount of each year from 1788 to 1833 inclusive.

[*The same was delivered in.*]

AN ACCOUNT of TIMBER consumed in the United Kingdom, in each Year from 1788 to 1833 inclusive; showing the Quantities imported from the North American Colonies and from Europe respectively; together with the Duties thereon during that Period.

YEARS.	Imported from Europe.	Imported from North American Colonies.	Total Consumption.	Duties on European Timber.
	Loads.	*Loads.*	*Loads.*	*Per Load.*
1788	203,482	5,680	209,162	£. s. d.
1789	179,530	2,212	181,742	
1790	227,638	148	227,786	
1791	209,072	2,536	211,608	– 6 8
1792	277,261	2,726	279,987	
1793	189,740	2,664	192,404	
1794	169,710	872	170,583	
1795	147,384	235	147,619	– 10 –
1796	199,119	840	199,959	– 10 6
1797	117,051	1,513	118,564	
1798	141,042	1,607	142,649	– 11 –
1799	148,280	2,126	150,406	
1800	189,331	2,605	191,936	
1801	158,770	3,099	161,869	– 14 8
1802	252,672	5,143	257,815	– 16 2
1803	280,550	12,133	292,683	1 – – 1 2 6
1804	275,429	14,835	290,264	1 5 –
1805	248,717	13,018	261,735	
1806	144,054	16,120	160,174	
1807	213,636	26,561	240,197	1 6 8
1808	26,764	60,467	87,231	
1809	54,260	90,829	145,089	1 7 4
1810	135,626	125,313	260,939	
1811	124,765	154,282	279,047	2 14 8
1812	27,176	171,795	198,971	
1813	Records destroyed by fire.			
1814	126,289	50,790	177,079	
1815	194,503	122,212	316,715	
1816	79,885	153,707	233,592	3 4 11
1817	86,715	162,611	249,326	
1818	141,885	248,669	390,554	
1819	119,237	322,920	442,157	3 5 –
1820	65,841	307,813	373,654	
1821	99,202	317,563	416,765	* 2 15 –
1822	137,248	345,741	482,989	
1823	161,472	383,747	545,219	
1824	195,900	415,363	611,263	
1825	286,871	467,625	754,496	
1826	156,078	455,800	611,878	
1827	173,382	343,202	516,585	
1828	147,219	372,526	519,745	
1829	152,948	393,472	546,420	
1830	113,867	385,472	499,339	
1831	139,837	418,879	558,716	
1832	102,570	448,761	551,331	
1833	104,694	416,830	521,524	

* In this year (1821) a duty of 10*s.* was laid on Colonial timber, which reduced the protection to 2*l.* 5*s.*

James D. Hume, Esq.

11 June 1835.

14. Can you state the proportion of the carrying trade in British and foreign ships at the different periods?—That is an account which, I believe, cannot be made up correctly. The Custom-house books do not give the early account of the quantities imported in British and foreign ships. I have always endeavoured to ascertain as well as I have been able, for my own information, in round numbers, what was conceived to be the difference; and I believe the trade was as nearly as possible divided when the whole import was from Europe. The British and the foreign ships pretty nearly divided the trade between them.

15. Previous to what year?—I think about 1816 or 1817.

16. In giving the average from 1793 to 1797, the importation from Europe as 164,600, and the Colonial only 1,225 up to that period, you conceive that the carrying trade was equally divided between the British and the foreign ships?—Yes; I believe they have always had about half the Baltic trade.

17. You are understood to say, that having made diligent inquiry, and having the best sources of information open to you, the result of that inquiry and that information is, that up to 1816 the carrying trade was, in your opinion, nearly equally divided between British and foreign?—Yes, that is the opinion I have formed for my own use; I believe it will be found to preserve much about the same proportion since the period when the accounts can be obtained. I am not at present prepared with that account. In considering the proportion of the trade enjoyed by the British and foreign ships, war must be expected to have a very considerable temporary effect, I therefore have drawn this estimate with regard to the comparison between the state of the carrying trade since the war, and what I conceive it was before the war. Before the war, I consider the whole import to have been about 400,000 loads of wood, that is, taking all descriptions of wood converted into loads; if this be halved, as I believe it ought to be, it will give 200,000 loads to British ships, and 200,000 to foreign. The more recent state of the carrying trade, I think, may be considered in the manner I am now about to state it. I take 100,000 loads of timber, for example, to come from Europe, and I put 50,000 of that to British and 50,000 to foreign ships. I then have about the number of 400,000 loads from the Colonies: those I put of course entirely to the British ships; but it has always been argued, in forming a comparison of the share of the trade, which I presume is the matter to be considered, that one voyage to the colonies is equivalent to two to the Baltic; I therefore, in making the calculation, double that sum, and put down another 400,000 under the column of British ships. Taking the deals in the same way, I say, there are 300,000 loads of deals from Europe, giving 150,000 to British and 150,000 to foreign ships. The deal trade from the two quarters is very nearly equal, but the Colonial deals are short, therefore I put 200,000 loads of deals from the Colonies under the head of British ships; and, on the same ground of one voyage being equal to two, I add another 200,000; then there are the sundries, the various other commodities of wood, such as battens, staves, masts, quarters, and various other things; these perhaps will be about 100,000 loads, 60,000 of which I estimate to come from Europe; and that divided, gives 30,000 to British and 30,000 to foreign. I have estimated that 40,000 of the hundred loads of sundries come from the Colonies; and of course the whole of that I put under the head of British ships; and I add the same sum as doubling the voyage. From this it should appear that the British ships have the carrying, or equivalent to the carrying, in the manner the estimate is formed, of 1,530,000 loads; while the carrying trade of the foreign ships may be estimated as equivalent to 230,000 loads. That I consider to be as fair a rough estimate as I can make of the proportions of the trade held by the two descriptions of ships employed in the carrying of wood. The timber and the deals may not separately be quite correct, but their joint amount will, I think, be right.

18. You have stated in your evidence that there was a period when the duty was first intended to be protective on colonial timber; was that protection at that time considered to be a temporary or a permanent measure, according to your belief?—The period referred to, I presume is 1810, when the duty, which before had been raised to 1*l.* 7*s.* 4*d.*, was doubled: it is very evident that the duty until that period was levied entirely with a view to the production of revenue. But I might here remark, that as the duty gradually increased from 6*s.* 8*d.* to 1*l.* 7*s.* 4*d.*, it had, before, begun to have a protective effect; for it is to be perceived that the imports from the Colonies had very considerably increased in the latter years, in so much as to defeat in a considerable degree the purposes of the revenue; but in 1810 it is very

very evident that the objects of the revenue were allowed to be superseded by that of protection to the Colonial wood trade; but at the same time, from all the recollections I have of the circumstance, (and I have a pretty good recollection of all that passed at the time, and I had something to do in it,) I consider that it was certainly intended as a temporary measure, meaning to give a sufficient space of time to justify the trade in setting up saw-mills in the Colonies, and embarking their capital in the new adventure. What might have been considered sufficient space of time then may perhaps hardly now be said; but I observe that the Lords Committee in 1820, and the House of Commons Committee in 1821, expressly state in their Report that they considered that no pledge of any kind was held out to the trade that this should not be changed, and the older system of timber duties renewed. It certainly was not originally supposed that the country was to be doomed to dear timber for ever, because of the Copenhagen expedition.

19. Was the duty on timber held to be the basis of the duty on deals?—It was always so considered. And we find from beginning to end, that the duty on deals has almost invariably been raised in the same proportion as the duty on timber. We must conclude, therefore, that the intention was to preserve those proportions, and of course to make the duty on timber the basis of the calculation. But when we see that every deal from eight feet to 16 feet long, and without regard to width, is deemed the same thing and subjected to the same duty, it must be acknowledged that there was room in the trade to destroy the effect of those proportions entirely, and I believe they have done so. When the whole duty upon a deal, let its length be what it would, was only 5 ¼ *d.*, which was the original charge, deals scarcely ever were imported of greater length than 12 feet, and I believe indeed the frames in the saw-mills in the wood countries were fitted only for the cutting 12 feet lengths. But when the duty rose from that small sum to 1 *s.*, and from that to 2 *s.*, and from that to 3 *s.* on each deal, it became very important to the trade to bring the deals as long and as wide as they possibly could; there being no regard whatever to the width of the deal, and only a limit to the thickness, which was three inches and a quarter (the quarter of an inch being given as ample measure for three inches); therefore it certainly may be said that the duty on timber is not practically the basis of the duty on deals, and there is a very large quantity of deals imported to this country from some parts of Europe upon which the duty does not amount to anything near the timber duty on the quantity of wood which they contain.

20. Have you any table with you showing the variation of duty on timber and the duty on deals, according to their cubical contents?—I have a paper which will show the duty on the cubical contents of different lengths and widths of deals; as, for instance, a deal of 12 feet long and 11 inches wide pays duty at the rate of 57 *s.* 6 *d.* the load, whilst the duty is 55 *s.* on the log. A deal 16 feet long and of the like width being charged with the same rate by the deal that the other is, pays only 43 *s.* 2 *d.* the load. A deal 12 feet long, nine inches wide, is charged at the rate of 70 *s.* 4 *d.* the load; while the deal of 16 feet long and nine inches wide is charged at the rate of 52 *s.* 9 *d.* This I believe will apply only to the European trade, because the duty upon Colonial deals being at the rate of 2 *l.* the 120, or 4 *d.* the deal, the trade there have not deemed it for their interest to carry the length of the deals beyond the correct size of 12 feet, although they have the same liberty to do so as in the European trade. But they stand now in this respect in the same position as the European trade did when the duty on their deals was very low.

21. The inequality in the duty upon deals and timber has increased with the additional duty on timber, as applied to European timber?—Exactly so.

22. Does that fall very unequally upon the produce of the different European countries from which we have timber and deals?—It is found to do so from the peculiar circumstances of the different wood-producing countries; some of them have only small timber, others have very difficult and rapid or narrow streams, by which they cannot float it down in large pieces from the forests; in other countries both impediments stand in their way, and it is extremely difficult for them to convey to their saw-mills logs more than 12 feet long; but under the great pressure of the duty, they have of late years found means of increasing the length in some degree.

23. In those countries where they have increased the length beyond 12 feet, the present proportions of duty in this country between deals and timber operate as a premium on the manufacture of deals?—Not precisely so, but it gives them a great advantage over those countries which are not, either from the want of size of timber

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timber or other circumstances, able to send deals equally long and wide. It is a competition between long and short deals rather than between deals and timber.

24. The British Colonies do not enjoy any such premium on the manufacture of their deals in the relative proportion of duty?—They have the same right, but as their duty is so low it is not worth their while to waste much wood, and make an effort to produce a long deal less marketable than a short one, because the duty on the whole is not high enough to drive them out of their proper course.

25. Can you mention the European countries which are practically in the enjoyment of that privilege in the manufacture of deals?—It happens incidentally, and fortunately on the whole, since it is quite accidental, that the nearest countries are those the least able to send the long and broad deals; the consequence of which is, that an equal duty, under those circumstances, incidentally operates as a sort of equalization of their various facilities. The distant country, from which freight of course is the heaviest, has an opportunity of importing its deals here at a less duty for a specific quantity of wood, than the nearer country, whose freight is low.

26. Does not the present state of the duty give an unfair advantage to Russia and Prussia over Norway?—A considerable advantage to Russia, but not much to Prussia.

27. Is that shown in the quantity imported from Norway, compared with the quantity of deals imported from Prussia?—I believe it will be shown particularly in the greater quantity of deals from Russia compared with Norway, which is the proper country for deals. Prussia sends few deals; her trade is in timber.

28. When you say that it is fortunate, to whose advantage do you consider that this good fortune occurs?—I consider it fortunate with reference to the accidental effect, and in the view of those who prefer the present state of the timber duties. It is accidental, because it might have happened that the most distant country should have been in the circumstances of the nearest one; Russia might have been under the difficulties which occur in Norway, and Norway might have had the advantages on her side. It would have been unfortunate if natural inequalities had been aggravated by an error in our system.

29. Is it fortunate for the consumer, or fortunate for the importer?—It is fortunate for the plans of those parties who think it is desirable to neutralize all facilities of trade, and, as nearly as they can, to turn commerce into a handy-cap race.

30. Is it not a charge on the consumer?—The consumer and the revenue, that is, the public in its two greatest interests, suffer as usual in these cases.

31. And the British manufacturers of deals suffer from the premium enjoyed by the foreign manufacturer?—The deals cannot be sawn in this country, they must be sawn abroad. The timber would not come in the state fit for sawing. It has been contemplated by many parties, that timber is to be considered merely as the raw material, and the deal as the manufactured article; and this incongruity in the charge on deals was considered to be so much the worse, because it operates in favour of the manufactured article and against the raw material; but the fact is (and I can only give this as information acquired from other parties, but which I believe to be perfectly true), that if the deal is not cut from the round log, and also as quickly as it can be from the time of felling, the grain will open, and the wood will be full of splits, or, as it is termed, shaky; and when cut into thinner boards it will be fit for nothing. If, therefore, we make the deals here, there will be of course all the evil of bringing the round log instead of the square timber, which would be an enormous increase to the freight: and even then there would be great risk that the deals would not be so perfect as they would have been if they had been cut earlier after the period of felling, and before the grain had time to open. In the timber such fissures are of no importance, because it is used in large scantlings; but to wood which is to be cut down into boards, perhaps half an inch thick, the splits and shakes would be total destruction.

32. Would not that difficulty apply to timber brought here as timber afterwards sawn up?—That is only sawn into large scantlings, in which those fissures are not of any importance: it is used for beams and rafters and quartering, but not for thin boards.

33. Do you know of any other instance in the duties of this country in which the first material or raw material is charged a higher duty on the import than the manufactured article?—No, I do not call to my recollection any article so circumstanced; if there is it must be accidental, and in some unimportant matter.

34. So that the admission of the deals at a lower duty than the timber is an anomaly in our custom-house law?—I do not apprehend that there is any case

similar to that; and my observation would go to suggest a better adjustment of the duties, but not an attempt to bring the raw material here to be sawn; but still to take the proper proportion of duty on the deal when it is brought.

35. Are you to be understood to say that your opinion is, that below a certain thickness the deals cannot be manufactured with advantage in this country from the foreign timber, the large scantling?—I think that boards cut in this country from timber squared abroad would be found to be of little value.

36. Is that opinion, which you now express, founded on any investigation which has taken place in this country, or is it an admitted fact, by parties competent, from being judges of the timber trade themselves, to express an opinion?—I consider it an undisputed fact; but I would certainly suggest that the trade should be expressly consulted upon this subject. I can only undertake to state those opinions which I have acquired from the trade, and which have satisfied my own judgment.

37. Is the opinion you have expressed to the Committee the result of inquiries made by you among practical men, whom you considered most competent to give information?—It is the result of such inquiries which, from time to time, I have been making the last 20 years, and I am fully impressed with the truth of the statement; they are from various parties in the trade, importers, persons who have houses abroad, persons who have been in the trade for a great length of time.

38. Impartially made for official purposes?—I cannot answer for their impartiality. The trade in general have objects in various ways; but my business has been to discover, as nearly as possible, when they speak impartially, and when otherwise.

39. They have been made impartially by you?—Certainly, by me.

40. Was there any difference among the practical men you consulted?—No, I never met with any man who had a knowledge of the trade in foreign countries who did not confirm the view that the deals must be cut from the round log. The sap, or external wood, is a sort of hoop to the heart of the timber, which for some space of time binds and keeps it tight, and hinders it from splitting, until to the time at which it can be sawed; and from the moment the saw has divided it into thinner pieces, the tendency to split is over; therefore they always put the round log upon the pit.

41. Does it occur to your memory whether any evidence upon that fact is to be found annexed to the Reports of the Parliamentary Committees which sat in 1820 and 1821?—No, I have no particular recollection on the subject; I do not derive my information from those sources.

42. If the round log were brought into this country, the difficulty would not then exist as to the splitting of the timber?—If the round log were brought soon after felling, and sawn quickly after arrival, the evil might not occur; but the freight would be, I believe, nearly doubled, if not quite, and we should be paying this very large freight upon sap, wastage and defective parts; that is, upon the proportions which prove to be defective after the log is divided, and which, when the wood is converted abroad, are not shipped but kept back. If the timber be brought with all its sap and all its defects, and at double freight, because it is round, the additional cost would be insupportable.

43. There have been at various times different changes in the duties upon timber and deals; have you with you any paper or estimates upon that subject?—I have made a very rough sketch, in the form of an estimate, very similar to that I just now detailed upon the subject of the carrying trade; it is rather a specimen of the method of an estimate than an estimate itself; a sort of frame to work by. I will, if the Committee please, state what it contains.

44. With what view is that estimate framed; is it with a view to the increase of the revenue, or to the advantage of the importing trade?—It is a view of the effects under different supposed arrangements. I speak now in the first instance of the revenue only. I take as the basis the actual revenue, as it was on an average of the three years 1831, 1832 and 1833, and I see the whole produce of the timber duties to be 1,237,000*l.*, leaving out fractions. This sum is composed of, timber, 448,000*l.*; deals, 523,000*l.*; and what is called sundries, that is, all other sorts, 226,000*l.*, making 1,237,000*l.* That is the average produce of the timber payments to the revenue in those three years. I then see that if all had been charged at the rates for European wood, the amount would have been, timber, 1,515,000*l.*; deals, 994,000*l.*; sundries, perhaps 400,000*l.*; making 2,909,000*l.* I then consider that there is at issue not only a question between the

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duty paid on the Colonial timber, and the duty paid on European timber, but there is also that question which has before been noticed, of the inequality of the duty on deals; I therefore make this supposition, that if the deals were charged according to their cubic contents upon the basis of the contents of the old 12 feet lengths, there would be added one-fourth at least to their produce, and that is 250,000*l.* more. Thus, if the consumption remained the same, and the whole of the imported wood paid at the higher rates, and if also the duty on the deals were adjusted to their contents, the whole revenue on wood would be 3,159,000*l.* The actual revenue is 1,237,000*l.*; therefore it must be computed that the produce on the same quantity of wood is lessened under the protective system, by 1,922,000*l.*

45. The consumption of deals remaining the same?—Yes, I take the consumption as remaining the same; but it would hardly do so without some reduction of duty; that, however, is a question of degree only, and depending upon many considerations. I then suppose the case of an alteration in the duties; that the duty, for example, upon Colonial timber should be 30*s.* the load instead of 10*s.*, and all other colonial rates trebled likewise, and the duty on the European timber remaining the same; I then suppose, for example's sake only, one-half of the Colonial timber supply to be transferred from the colonies to Europe, the transfer may be assumed at a third or a fourth, or any other proportion; I am now taking it at a half; and the account would then stand thus: timber, 1,247,000*l.*; deals, 784,000*l.*; adding one-fourth for the adjustment before spoken of, 196,000*l.*, and taking the sundries at 300,000*l.*, that would give 2,527,000*l.*; from which if the present actual revenue of 1,237,000*l.* be deducted, the increase would then be 1,290,000*l.*, disposable by the Chancellor of the Exchequer to any other purpose.

46. On what principle do you assume that the collection of the duty on deals, being in effect an increase on the duty on deals, the consumption would not be diminished?—That is the question of degree I have alluded to. I am not now proposing to estimate the precise effects; it might be that the consumption would be in some degree reduced, but not very much, because I think that the chief effect would be rather to alter the direction of the trade even in Europe, than greatly to diminish the whole.

47. Have you not estimated the increase in the duty on deals, according to your view of making it equal as falling on timber, at no less than one-fourth?—I suppose that if they paid according to their cubical contents, upon the scale of the old 12 foot lengths, which would be rather more than the duty on the log, the produce would be increased by one-fourth.

48. Have you ever known an increase of one-fourth duty on a manufactured article, which did not immediately produce a very diminished consumption?—I do not remember an instance of such a consequence; but that is not quite the same case, and I may refer to my previous view, that it would not fall so much upon the consumer as that it would transfer the trade from one quarter to another, but I have supposed some falling off, and it would be very proper if any measure were being actually adopted, founded on a comparison of this nature, to make a safe and reasonable allowance for a supposed reduction of consumption, or it might be proper to avail ourselves of a part of the duty obtained for the purpose of reducing the charge on the whole, and thus to preserve the consumption; and yet we should have a considerable increase of revenue.

49. The substitution of 30*s.* duty for 10*s.* on colonial timber would raise the price of that which was used?—The chief effect I conceive would be to lessen the quantity by throwing out the bad wood, but there is a very large supply which is of so good a quality and so suited to the purposes of this country, and preferable to almost any other wood, that the consumption would secure a remunerating price.

50. Would not the addition of 20*s.* to the load of duty raise the price on the proportion of colonial timber still used in this country?—I do not imagine it would raise the price hardly more than the degree in which the quality for the use of consumer would be improved. More pains would be taken with the wood to enable it to bear the duty. I think the consumer would not complain.

51. Would not the effect of raising the duty on Colonial timber, and keeping the duty on Baltic timber undiminished, only furnish an inducement to the consumers not to raise colonial timber, and thereby the consumption of Baltic timber be increased, the total quantity of timber being diminished, the Baltic timber being superior?—I have supposed a large part of the Colonial trade transferred to Europe, and I consider that the part which the Colonies would lose would consist

consist of their worst descriptions, and that second-rate timber of a much better description from the Baltic would be substituted in its place; or in other words, inferior Baltic wood instead of very bad Colonial wood; and I think that unless there are some particular uses for very bad and low priced timber in this country, which must be very little the case, there is every reason to suppose the effect on the consumption would be very small, but that the better wood at a little higher price would be used and not be deemed dearer by the consumer.

52. The gross quantity of Baltic and Colonial import taken together would be less, the price would not be reduced?—I have not assumed that it would be less; in this estimate it is very probable it would be somewhat less, and therefore require that both duties should be proportionately reduced; but that would be entering more into the minutiæ than I am prepared for with calculations suited to various objects and assumptions. I have now only shown the nature of the question and the manner of examining it. My present estimate is an index to move up and down, and to serve, if any specific measures be proposed, as a basis for other calculations, under various assumptions. I thought it sufficient and indeed best to assume exact quantities. It is a very speculative opinion, whether or in what degree the consumption of the country would be reduced by certain rates of duty. We see that our consumption is very considerable; it has much more than doubled against the duty of 55 *s.* compared with what it was when the duty was 6 *s.* 8 *d.* The consumption will be promoted by the repeal of the duties on tiles and slates, and the window glass duty might be easily covered by the increased produce of the wood duties; besides, a bad commodity is not cheap though at a low price. If the timber is of equal quality, the public pay for the Colonial just the same as they do for the Baltic; there cannot be two prices of the same commodity in the same market.

53. Are you not aware that for certain purposes the inferior timber, as it is considered, of the Colonies, is just as valuable as the most valuable timber of the North?—I believe that that is perfectly true of a great deal, but then that ought not to be called inferior timber, nor is that the wood I mean when I use the word inferior. I am told there is no such wood cut anywhere as the soft, tough yellow fir from the Colonies, for a great variety of purposes, and very copious purposes too, such as all indoor work, wainscoting and fittings; also for trunk and case making and various things, in short, almost every thing except the solid timber of buildings.

54. Would not the consequence be, that the yellow deal so used would be raised in price by the amount of duty which was added?—I conceive that would be put nearer in price to the European timber, but it would still be selected for its uses; and I do not believe that it is now selected because of its cheapness, but wholly because of its quality. The question of price depends upon whether we lean to revenue or lean to consumption. If to the latter, both duties, and not the Colonial rate only, should be lower than proposed.

55. Have you formed any computation what would be the effect on the revenue if the Colonial duties were to remain as at present, and the duties on Baltic timber were to be reduced one-half?—I have not made a positive calculation or estimate of that nature, but there can be no doubt if the difference between the two were sensibly lessened by a reduction of the higher rate, unless the charge were brought down to a very low sum, the revenue would not lose, while the consumer and the trade would be much benefited. If, for instance, the duty on the European timber were, as supposed in the question, put at 27 *s.* 6 *d.* instead of 55 *s.*, and the Colonial remained at 10 *s.*, a very great increase would take place in the European trade; and for every load which now comes from the Colonies, and pays 10 *s.*, if we got 27 *s.* 6 *d.* because it came from another place, we should gain the difference; then the question is, whether the quantity would be sufficient to give the same produce upon the whole. This would be leaning to consumption rather than to revenue, but I should think that, under it, the present produce might be reckoned upon; and there would be such a prospect of increased demand and higher prices on the continent, as to enable the Colonies to hold a very fair station in the trade.

56. Would you be prepared to form an estimate upon that subject?—I will apply myself to the endeavour, and I think that a variety of estimates might be made on the subject. In these estimates there are two main features of the case which may be deemed the principal points to be considered, the one is, whether timber may be made the subject of revenue to this country, or whether it shall be considered and treated as one of those commodities, the supply of which is of great value

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and use to the industry of this country. To whatever extent we make it subservient to partial interests, we abandon both of these objects. The older policy was, to get timber cheap, and perhaps there is scarcely any article which, next to food and clothing, may be said to rank in importance before the material of dwellings. No benefit would be more universally diffused than that of a supply of cheap foreign timber to the people of this country. The article is not indigenous, for it is very clear, from the immense quantity of timber we import at high duties, that this country itself is not to be considered as the source of the supply; there is, therefore, the choice to give the country the benefit of the cheapness of timber. But then again, of all the commodities we could select, perhaps there is hardly one more adapted to the purposes of revenue; first, because its uses are diffused through the whole country in more correct proportion to the various abilities of the different classes of the people than those of any other commodity; and next, because it is an article that is entirely out of the hands of smugglers. If this country was not under the necessity of raising a much larger revenue than can be conveniently collected, perhaps the best policy would be to say, that timber should be duty-free; but it is under that necessity, and severely feels the inconvenience; and therefore it might perhaps be thought fit to avail ourselves of this peculiar property of timber, and determine to collect as large a sum as we can upon it, without rendering the charge more injurious to the general purposes and industry of the country than the present duties have proved to be. In that case, I conceive that between two and three millions might be got from timber and wood with perhaps more ease and less actual injury than from any other commodity which can be selected. That would be making the revenue the object rather than the use of the material.

57. The question put to you is, the duties on Canadian timber remaining the same, the duty on Baltic timber being reduced from 55 *s.* to 27 *s.* 6 *d.* a load, on what principle would you frame this estimate?—I should imagine it would be exceedingly difficult to form any confident estimate upon the subject. We have to guess at the increased consumption from so large a reduction of duty; also the quantity transferred from the Colonies from so large a reduction of the difference of duty; and then the re-action on both of these from the increased price in Europe. In the view I have taken, I have supposed half the trade to be transferred; but then the difference was 25 *s.*, now the difference is only 17 *s.* 6 *d.* But then we have greater cheapness in the latter case to promote consumption. The effect on the Colonial trade would perhaps be equal in the two cases, and the revenue might preserve its present level. The consumer would be the chief gainer. The description of deals and of fir-wood from particular quarters in the Colonies is superior to that in any other part whatever for its proper purposes, and the uses to which it is applied are so copious, that I think we may safely say not more than half the trade would be transferred by the reduction to 27 *s.* 6 *d.* of the foreign duty. The cheaper the supply of the building timber, the greater the demand of Colonial wood for the internal fittings.

58. Have you considered what effect that would have upon the price of European timber in the European market?—I have done so, and I certainly think that either plan, particularly the last, would have the effect of raising the price of European timber abroad, insomuch so, that if I were calculating rather for the Chancellor of the Exchequer than the Board of Trade, I should certainly reckon on some loss of revenue from reduction of consumption of European timber, and a commensurate revival of the Colonial supply at the lower duty. But if no attempt is made to increase the revenue on wood, all the other interests would be easily provided for; the consumer having his benefit in the lower rate of duty.

59. Supposing that there were a diminution of the duty on timber to the extent of 10 *s.* per load, would you make the estimate that the consumer would derive the full advantage of that reduction; if you assume that it would raise the price 5 *s.* per load, should not the estimate be rather that the consumer would gain 5 *s.*, than that he would gain 10 *s.*?—I certainly think that the foreign price would be raised to the consumer, and absorb part of the remitted duty; nor would he care for that if the duty were taken off the foreign wood; but I also think that the consumer in the other case would be quite as able to pay the increased price, when the trade is put on a sounder footing, as he can now: because in all cases his foreign competitor would have to pay that price also. I do not think that high prices can affect this country, unless it is high relative prices; all we want is, that others shall not buy cheaper than we do, unless the greater price goes to the revenue, which must be provided for.

60. Assuming

60. Assuming your data to be perfectly correct, that 10 *s.* per ton diminution on the duty from the North would be to the benefit of the consumer, and assuming that it is possible that it would raise the price 5 *s.* per load, would the consumer in this country benefit 5 *s.* or 10 *s.*?—He would directly benefit by the 5 *s.* only, unquestionably; but the trade would be indirectly benefited, as I have stated.

61. In the estimate you have made of the national advantage likely to be derived from such a change of duties as that you have stated, must there not be taken into account the loss the nation might sustain by the transfer of that one-half of the trade which you suppose would pass from the Colonies to the north of Europe in respect of the carrying of that portion of trade by British ships, the whole carrying trade of the Colonies being in British ships?—The carrying trade in British ships would be very much reduced if revenue were made the object; but not if the approximation were effected by reduction of the foreign duty, and consumption were the object.

62. Would it not be reduced more than the one-half, because, as you have already stated, the Canada voyage is a long voyage, and the Baltic voyage is a short one, in the proportion of two to one?—I think if 200,000 loads were transferred from the Colonies to the Baltic, in the first place, the Baltic ships would have the carrying of 100,000 of that quantity; and, in the next place, the other 100,000, instead of being half, would not be more than equal to one-fourth the 200,000 which the British ships had when the whole came from the Colonies.

63. Instead of 200,000, they would have but only 50,000?—Yes, equivalent to 50,000 in the Colonial trade: if we worked by increase of duty.

64. On what data do you suppose there would be a transfer of one-half?—I do not think that the public would give the price for inferior timber from the Colonies, if it was loaded with a much greater duty, while they could get the inferior pieces from the Continent without an increase of the present duty.

65. Have you any figures on which you found that?—I apprehend it is matter of opinion only; there is a great deal of very cheap and very inferior timber does come from the Colonies, what they call, I believe, the seeking ships go and bring large quantities of very bad timber, which when here is sold at so very low price, that I conclude that it would be rejected if the price were raised.

66. It is rather matter of inference than of evidence?—I imagine it must be so; our duty prevents us from having experience of the inferior Baltic wood, which is very useful in its way, and of better quality.

67. Does not that apply to some other calculations you have made?—I have always taken into account this distinction between the two classes of inferior wood. Inferior parts of good, or of bad, kind: and also the great difference between raising the colonial duty or reducing the foreign duty.

68. You have stated your opinion, that the effect of the increased demand for Baltic timber, consequent on the reduction of the Baltic duty, would raise the price of timber on the shores of the Baltic; have you any specific memoranda on which you can give an opinion of the precise extent to which that price would affect the consumption, supposing the increased demand you have stated to the Committee?—I have no data on which I can give such an estimate, and I apprehend it would be nearly impossible for any person even in any trade. If our old system had been continued, and the consumption of this country had been such as it has been since the period that the supply came as formerly from the north of Europe, I look upon it timber would have been by this time an exceedingly dear article in Europe, and the Colonies would have been secure of their market.

69. Is it not, then, possible that the effect of a diminution of 10 *s.* in the duty on Baltic timber might occasion an advance of 10 *s.* in the price of that timber in the Baltic, in which case consumers in this country would obtain no advantage at all?—I have already agreed, that if the advance of price was 5 *s.*, that would be a deduction from the 10 *s.* of remitted duty; if the advance is to the extent of 10 *s.*, it will absorb the whole of the duty remitted; but still, if the revenue could spare the 10 *s.*, it ought to be remitted. We should have better timber for our money, and the price would be raised to foreigners. We ought never to leave a cheap place behind us.

70. Are you aware what was the price of deals in Christiana when the duty on Christiana deals was 7 *l.* 10 *s.* per hundred, as it was in the year 1805?—I have been trying, and was disappointed of getting some information on the subject of prices in former times; but the war prices, I fear, would be little guide to us.

71. If it should appear that when the duty has been more than doubled the reduction in the price of timber on the shores of the Baltic has been commensurate

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with the advance of duty, would you not infer that the reduction of duty would be attended with a correspondent advance in price?—I do not believe that the prices have fallen, they have only not risen because our imports from the north of Europe have been reduced from 250,000 loads a year to 100,000 a year, while our consumption has been 50,000; and I apprehend naturally, that if such a demand had been made on the European supply, it must have had the effect of raising the shipping prices.

72. If it should appear to you that the effect of an increase of the duty has been a reduction to an equivalent amount on the cost on the shores of the Baltic, would you not infer that a reduction of duty would be attended with a correspondent advance in the price on the shores of the Baltic?—Not because of the reduction of the duty, but because of the increased demand, and that without supposing any such previous fall. If our demand for Baltic timber, which has decreased from 250,000 loads a year to 100,000, should increase again in any proportion to our present consumption, whatever be the cause, I have no doubt that the price of timber would rise on the Continent very much.

73. Have you any knowledge of the state of supply from the forests in those countries, whether a small increase of price would bring to market from the interior timber which the present low price does not now bring?—I am informed that a moderate increase, perhaps 5 *s.*, would, for a number of years to come, increase the supply considerably; that there are forests which would not pay to bring the timber at the present prices.

74. Might not such increased supply more than countervail any increased demand?—It is not improbable that, under the stimulus of expected demand, the increased supply might be at as low a price as it is now, to a moderate extent.

75. Therefore in estimating the price under the change of duty, you must contemplate not only the increased demand, but the countervailing element of increasing supply consequent from an increase of demand?—Yes, the two points must be taken into consideration; but what the power of the European forests may be cannot before actual trial be known; we may be likely to overrate, or underrate the difficulties of conveyance from them; the main cause of expense.

76. No inquiry has been made upon those points?—I did think that the quantity could be very materially increased with a moderate increase of profit, but there is no certainty; it would be a matter of great doubt.

77. In the mass of your valuable information, have you any record of the price of timber in the year 1790?—I have not; I have not yet been able to get the prices before the war, but I have an impression that they were not much lower than at this time, or till lately.

78. Are you aware whether there is or not an accumulation on the shipping ports of the Baltic of inferior timber to a large extent, which it is not worth their while to send to this country at the present high rate of duty?—I have not any specific information upon that point; but unless France, to whom we give the right of pre-emption, takes it off, I should naturally conclude that they must have inferior timber there as they have in other wood countries; and that as all timber below the better quality is excluded from our market solely by our present scheme of duties, such lower-rate timber would come if it was not so excluded, because it would be preferable to the lower-rate of the colonies. It is in this class of wood that the change would chiefly consist, and that without an increase of price injurious to the consumer; if we value the increase of revenue at anything.

79. You have turned your attention to the two points in question connected with the supply and the shipping; have you ever considered what the effect of so large a change in the exports of Canada would have upon Canada itself?—I conceive that Canada would be very little affected; indeed it would be the shipping interest that would suffer most; the advantage of the timber trade to the colonies I believe to be very small indeed.

80. You say that you think 100,000 loads would come from the North that now come from the North American colonies: what would be the value of that 100,000 loads?—It is of no value at all in the wilderness.

81. Of what value is it, as sent to England; the proceeds of it go back to Canada?—Very little of the proceeds go back to the colony; the chief of the charge is freight and the expenses of bringing it down to the shipping port.

82. It employs a great many people in Canada to cut down the timber, and to float it down to the shipping port, does not it?—The lumberers are numerous, but no labourers need be at a loss for employ in those colonies. This is proved by their importation of flour. I believe that the only persons who would materially feel

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feel it, from the want of a substitute, would be the owners of saw-mills, as they are applicable to nothing else; and it would be very easy to give a leaning in favour of the deal trade to compensate them. As to the timber trade, many persons who were themselves most conversant with the northern Colonies believe that the Colonies would have been infinitely better off if they never had the timber trade. The fixed capital in the saw-mills may be of importance, but both the Committees of the Lords in 1820 and the Commons in 1821, estimated the capital in saw-mills at only 150,000 *l.* The difference of duty upon what they cut would pay for them in one season.

83. Have you paid attention to the evidence given in 1821 before the Committee of the House of Commons; do you remember the evidence of Mr. Patzcker, of Memel?—I do not call it to mind.

84. You do not recollect that he stated that the diminished trade in timber produced a great alteration in the circumstances of the people in Prussia?—I do not recollect it as coming from him, but I have the opinion that it has had great effect on Prussia and the north of Europe, the evils of which we do not as yet half know.

85. You are aware that is the only trade they can carry on, in consequence of wheat and other articles being excluded from the British market?—The two great staple trades of Prussia are corn and timber, and we exclude them both: she cannot therefore trade with us.

86. If the alteration of the trade in timber had an effect upon the general trade in Prussia, it must have an effect on the general trade of Canada, taking away much of the article exported from that country?—I do not conceive that the effect would be felt in the same degree as in an old country like Prussia, where there is much population and a variety of parties interested, much more than they are in the Colonies, where the class to be effected is artificially created for the purpose.

87. You consider the raw produce of the soil in the article of timber to be of more importance in Prussia than it is in Canada?—I believe it is of far more importance, and a matter of more interest to them than it is to Canada.

88. It must be of some importance to the people of Canada to lose the export of so large a bulk of the raw produce of their soil, as the timber sent from that country?—There can be no doubt it would derange some part of their present interest, if the change were too sudden.

89. Have you ever made a calculation upon that subject?—I hardly see how it is susceptible of any calculation. We all know that there is plenty of land to turn to. As for the lumberers or axemen, they are a particular class of men, they are chiefly from the United States; none of the emigrants take to lumbering, or scarcely any; it is a strange wandering half-hunting kind of employment; they go out in the winter to the wilderness, and take their food with them, flour and pork and spirits, almost all from the United States, whose customers they are much more than ours, and they live in the woods in a kind of roving life, of little benefit to themselves or to the colony, certainly none to England. To the real inhabitants and settlers, lumbering is a matter of very little importance, except those parties who have fixed capital in saw-mills.

90. What amount of capital do you suppose is fixed in saw-mills?—It was estimated by the Committees of the Lords and Commons at 150,000 *l.* I can easily conceive it is now doubled.

91. Have you ever heard the estimate so high as two millions invested in saw-mills and machinery attached to them?—No person in my hearing ever mentioned such a sum. It is incredible.

92. Have you seen the work published by Mr. Montgomery Martin, the History of the Colonies. He gives two millions as the sum supposed to be invested in the North American colonies: do you believe that to be near the mark?—No, it cannot possibly be correct.

93. If it appeared in evidence that a great proportion of the employment of the emigrants to Canada is in cutting timber for this market, would that alter your opinion as to the value of the trade?—No, not as to the value, except to those persons in the first instance. I should only find that more people were misled from better employment, by our bounty on timber, than I was aware of.

94. Is it not the fact that the timber, being the first produce of the soil in a waste or natural state, is the first object to which the settler looks for reimbursement from his immediate labour?—I understand certainly not; very little timber comes from the grounds taken possession of by settlers.

95. The whole of the examination has had reference to Canada; you state that you conceive the timber trade forms a very inconsiderable branch of the general

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productions of that colony; are you not aware that there are some parts of Nova Scotia and New Brunswick where the timber trade constitutes almost the whole of the foreign trade of those colonies?—I believe in Nova Scotia, but particularly in New Brunswick, the trade is of much more importance than it is in Canada; and it is so because the yellow pine is there to be found, therefore I think that trade would continue, particularly if we gave the turn in favour of their deals.

96. Is it not in fact almost the only trade carried on by the province of New Brunswick with the mother country?—I imagine it must be, for I know they import their own flour and pork from the United States, which shows how much they neglect agriculture.

97. In speaking of the relative small value you affix to the articles of the Canadian woods, have you ever turned you attention to the article of staves from Canada?—Yes, there is a considerable produce of staves, in consequence of our excessive duties on foreign staves.

98. Are you aware that staves from Canada, brought as broken stowage, are made up in this country, and exported, containing negro clothing and other articles for the West Indies, brought back filled with rum, sent out filled with rum to New South Wales, brought back filled with oil to this country, giving employment and giving carriage to all those different articles?—I am deeply impressed with the importance of staves to our own trade, but not particularly of Canada staves. The whole of my observations have hitherto been on the timber; I consider staves and wood to stand in a very different position. If I were giving an opinion of my own, it would be that staves should be at as low a duty, come from where they may, as any raw material we import, for the duty is a tax on the package of our exports. The question of staves is a matter to be considered distinctly from the rest, and not to be made the subject of revenue or protection, if possible. They are a most important raw material.

99. Have you formed any estimate what quantity of capital it would require to be invested in saw-mills to produce 30,744 hundreds of deals, which is about the amount of import from the North American colonies?—No, I cannot undertake to make an estimate of that kind; but 30,000 hundred of deals from the colonies contribute to our revenue 510,000*l.* less in one year than if they came from Europe, and I cannot believe that the mills cost that sum.

100. Have you been able to form an estimate of the total value of the import, including all the timber imported from the North American colonies?—It would be very easy to make a rough estimate of it, but that would include the freight; that is not a beneficial part to the colonies.

101. You have attached considerable importance to the stave trade; do you think the manufacture of staves could be carried on, except under great disadvantage, if any discouragement were given to the importation of timber generally?—The importance I attach to staves is for the use of them to ourselves in our export trade, my attention having been drawn to that point by a former question; but I imagine that as the staves come chiefly as broken stowage, if the ships bringing timber were reduced by any very considerable amount, there might be some difficulty in getting freight for the staves; but I apprehend that the quantity of timber trade left would be ample for the staves.

102. The staves come as broken stowage at a very reduced charge for freight, and are reduced in price to the consumer by the smallness of the amount paid for transport; would not the first effect of any discouragement to the importation of timber be, that if staves were brought from America, they must pay an adequate freight for their carriage?—I have meant to be understood that the freight would rise if the quantity of timber was reduced so low that there would be no opportunity for their coming as broken stowage.

103. Would not the cost of the production of staves in the country be increased by the withdrawal of the market for timber produced in the same forests?—If the two trades are so connected, by reason of the oak and fir growing in the same forests, which I believe rarely happens, it may be that they help each other a little; but otherwise, I do not know why they should not produce staves singly at the same rate of charge as now.

104. Do you not suppose it would be a disadvantage if, in felling timber in a forest, there should be a market only for one particular description of timber, while the rest were left, instead of that market being open for all the various descriptions of timber grown in that forest?—I suppose that would be a question of degree; and if there is a fair trade of the various descriptions, they will work very well together.

105. Are

105. Are they produced at the lowest price?—I cannot think that they are produced at the lowest price, when their supply is affected by the high protecting duty on the staves of other countries.

106. What other means do the colonies of New Brunswick possess of making returns to this country for the manufactures sent there, but the lumber trade?—I assume that they contemplate agriculture.

107. You mean prospectively?—The emigrants are supposed to go there to settle for agricultural purposes. To the fresh men it is prospective; but those who preceded them might by this time have produced corn enough for their home market; but they are still fed by the United States.

108. You have stated from your knowledge, that they import their own corn at present; do they now possess any other means for making returns to this country for the manfactured goods sent there, but the timber trade?—I am not aware, except ashes, perhaps, and not even that in New Brunswick.

109. The export trade in New Brunswick is confined at present to the export of timber to this country, is it not?—I fear that that is but too true. I have had this view in my mind often before now, and have tried to get information what the value of a load of timber is to a settler; I have not been able to get any satisfactory information; but considering that the trade is supported by the protection of 45 *s.* a load, and that not perhaps more than 2 *s.* of that 45 *s.* goes to the settler as the value of the tree, instead of burning it on the ground, and that out of the 2 *s.* he has to buy his flour of the United States, his share of the manufactures, which are the returns for the timber to New Brunswick, must be very small.

110. What, in your opinion, would be its effect on the support of the emigrant population going there, in the present incipient state of agriculture?—It would prevent his being diverted from agriculture, which ought not at this day to be incipient in New Brunswick. We should hardly pay 45 *s.* a load on our timber, to put a man in New Brunswick in the way of living upon American corn with 2 *s.* of it.

111. Is there anything at present imported from that country to this, except timber?—I do not recollect any article, except timber, so obtained; but the question applied to the means of making returns from New Brunswick for our manufactures; and under that view, I thought it right to point out that the value of a tree on the land of a settler, supposed to intend farming in New Brunswick, was an insignificant sum, and that his demand for our exports, by means of that tree, was also insignificant, compared with the protecting duty, or rather bounty, of 45 *s.*, by means of which alone he is supposed to be enabled to become our customer.

112. In addition to the value of the tree in New Brunswick to the colonist, is there not also to the settler there employment in felling the timber, in preparing it for transport from the place where it is felled to the place of embarkation, and all the employment of the colonist necessarily derived from the state of the timber trade, while it is being carried on, up to the time of exportation?—I thought the question applied to the agricultural settler. No doubt the returns to New Brunswick will have to be measured by the whole charge of bringing a log of wood to the shipping port; but at the same time I would observe, as I have been asked the value of the tree, that it does not follow that it is worth while paying a large sum to induce those persons to leave their farms to go and square that timber, and bring it to the shipping port, where it would lie and rot, unless we also paid double freight to bring it here.

113. You estimate the probable amount of transfer of timber, in consequence of the reduction of duty from 55 *s.* to 30 *s.* on Baltic timber, to 100,000 loads?—I have supposed a case somewhat to that effect, but merely for the purpose of making other estimates founded upon that; but any person whatever who is contemplating upon this subject would make a score of estimates. I do not give that as what I consider the actual result.

114. Have you formed any opinion what would be the probable result?—Yes, supposing that prices in both places remained the same: because the Baltic would beat the Colonies in the second-rate wood, unless they took more pains in selecting and in preparing it. I should think that the red pine as timber, and the yellow pine in deals and thick logs, wanted in this country, would give at least half the present trade, in any case.

115. Would that quantity so reduced one-half afford sufficient opportunity to import the present quantity of staves as part of a broken cargo?—Yes; that is what I stated when the reduction of the timber duty was regarded as likely to

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annihilate the timber trade; I said I thought there would be sufficient left to insure the stave trade, as far as freight went.

116. In your opinion, the lowering the duty to 30*s.* would occasion the loss of one-half of the timber trade of the Colonies?—Yes; if prices remained the same, and they do not take more pains with their second-rate wood, as before stated.

117. But that there would still be enough left to support the stave trade?—Yes, and also the New Brunswick trade; and if some advantage were given to the saw-mills by favouring the deals in preference to timber, there would not be much injury sustained.

118. Your opinion is, that the timber from New Brunswick is of such superior quality it can bear a competition with the Norway timber?—Yes; I have heard a number of persons say that if the duties were equal, a very large proportion of that timber would still come from the Colonies; and the place of growth of much of that is New Brunswick.

119. Are you acquainted with the relative qualities of New Brunswick and Canada timber?—I can speak only from the information I receive; but I should wish to speak rather of the Northern Colonies as a whole. I am informed by the trade that there are considerable diversities of quality in the timber from the Colonies, and that there are some of those qualities which are so exceedingly desirable in this country, particularly the yellow pine and the red pine, that there would be sure to be a considerable trade in them wherever they can be found.

120. Where you speak of the different qualities of New Brunswick and Canadian timber, you speak of the general character of each?—I speak of that description of timber which I am given to understand is preferable, and of which a very considerable share comes from New Brunswick.

121. Are you aware whether staves are brought from New Brunswick?—No, I apprehend they are not.

122. If the New Brunswick trade were preserved and the Canadian trade lost, how would they be enabled to bring home the staves now imported from Canada?—If the staves and the timber do not come from the same quarter, so far they will not assist each other; but although the staves are chiefly from Quebec, an adequate share of timber will come from that quarter also; and the red pine is found in Canada, or at least comes by the St. Lawrence.

123. You have said that 100,000 loads of timber would be transferred from the British shipping interest to the foreign?—That was under the supposition of a change by which 200,000 loads should be transferred from the colonies to the north of Europe; that then 100,000 would be taken possession of by the foreign shipping.

124. How many tons do you give to the foreign shipping by that?—I suppose 100,000 loads would be about 80,000 tons.

125. Your view of the expediency of transferring the duty proceeds on the assumption that the loss of the timber trade will not be prejudicial to the Colonies?—I am strongly impressed from reading and conversation with various persons conversant with the Colonies, that if the Colonies had never been forced into the timber trade, as they were from the peculiar state of the war, they would have been in a better state than they are now.

126. Your opinion proceeds upon the assumption, that at present they would not suffer by the loss?—I say that I do not think they will suffer materially, for that the lumberer is a man we need not care much about.

127. Do you imagine that the protecting duties having created the timber trade with America, the amount of trade would have been anything like what it has been for the last few years but for emigration?—As the emigrants are not lumberers, and as they do not supply the lumberers with corn, the emigration must have greatly exceeded the wants of the timber trade; there need be no doubt but that from the time that the merits of the yellow deal, and some of the particular woods of the Colonies were ascertained, there would have been considerable import of those woods at duties moderately favourable. Such a trade would have attracted as many emigrants as it required, and have furnished quite enough shipping to have carried them out.

128. Are you aware that it is suggested in Mr. M'Culloch's work, that if an alteration takes place in the timber duties, it will be necessary to give a bounty for the exportation of emigrants to keep up the present facilities?—I might answer to that, and give my opinion, that if we had not legislated in our commercial affairs as we have done, we should not have stood in need of emigration.

129. You

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129. You were understood to say, that it was your opinion that a proportion at least of any duty that might be remitted on wood the produce of the north of Europe, would be charged in an increased price by the Baltic producers; you were also understood to say, that deals of a particular description were likely to be imported from America, in consequence of their better adaptation for particular purposes, to some considerable extent, after the alteration of the duty; would not therefore the effect of a reduction of the duty on the Baltic timber be both to increase the price of it in the Baltic, and to increase to an equivalent amount the price charged upon the American deal that would continue to be imported into this country, unless you can suppose you can have two prices for the same commodity in the same market?—The price of the good Colonial wood would rise with the European, and aid the remaining duty in its protective effect. My evidence has been given on a variety of suppositions, placing the revenue and the consumer alternately on one side, and the partial interests on the other. In the first instance, I would take the question as subservient to the objects of revenue, and then I should say that the public might pay a little more for their timber, but that the revenue would get a great deal more money by an increase of the lower duties. If the revenue is not to be the object, and the benefit of the consumer is to be consulted, then I should lessen the disparity of the two sets of duties, by a reduction of the high rates rather than by raising the low ones, and certainly if the country could afford to give up the whole amount, there is not one other article to which I would sooner give perfect freedom from duty in this country than wood; we possess iron and coals, and we have not got wood; and our case would be complete with the three. We act towards wood as France acts towards iron.

130. Would it not be an important reason in any alteration of duty for putting an increased duty on the American rather than decreasing the duty on Baltic timber, that that would be more within our competence to alter, if we should find, contrary to expectation, the change did not work well in the result?—I imagine, independently of future alterations, the amount of duties, as far as regards the particular trade, may be regulated either way, the great point being that they shall be made subservient either to consumption or to revenue.

131. Would there not be a great objection to decreasing the duty on Baltic timber, if it was found that it led to a rise of price?—I do not apprehend that foreign price would be made the cause of change: the wood ought to have its marketable value; and I do not consider that we should, in legislating, seek to bear down the marketable value, we should leave that to its natural course. We want only the right of going to the cheapest market.

132. Are you not aware, from your official knowledge and experience, that the Legislature, up to the present period, has always considered this great question as not merely a question of revenue, but as a mixed question, in which the revenue of the country, the colonial policy of the country, and the navigation of the country have formed important ingredients?—I conceive there are few subjects on which the policy of the country has undergone more change than in regard to timber: the old policy, which I before adverted to, was that of supplying the country with timber at the lowest possible rate, and having only a nominal duty upon it. Then the revenue system was brought in, and all the duties imposed were decidedly for purposes of revenue. Then at another period the obtaining a supply of timber for consumption was allowed to supersede every other consideration; and now the measure intended for that purpose only, is turned against the consumer, whom alone it was meant to serve, and converted into a protective system for shipping and colonies, in a trade new and unnatural to both. To the question, therefore, as to what has always been the policy of the country, I must answer, that there never has been any decided policy upon the subject since before the war. I think that in former times the Government of this country scarcely contemplated receiving timber from the Colonies till the forests of the north of Europe should be thinned. It is true, that as far back as Queen Anne, a bounty was given on the importation of Colonial timber, but the effort failed, as the consumer was not taxed with a protecting duty on foreign timber. There was no protection till the year 1810, and that only in consequence of the war and the state of the country.

133. When this question was brought under the consideration of Parliament in the years 1820 and 1821, was it not then treated as a mixed question of revenue and colonial policy, and one in which the navigation of the country was materially interested?—I think that that was the view taken of the subject at that time; that

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it was distinctly stated that it was not to be considered as a permanent system, and also at the same time observing that the effect was by no means expected to produce anything like the derangement of the trade that had occurred. There was a particular observation in the Report, that the importations at the time previous to 1821 had considerably increased from the Colonies, but that there was by no means any ground for reckoning upon a continuance of that increase; they referred to some extraordinary circumstances as the cause, and also the magnitude of the protecting duties; they considered that the temporary circumstances had ceased, and as they were about to reduce the protection from 65 *s.* to 45 *s.*, they anticipated a much more equal division of trade from that time than had occurred before or has since; they must of course have expected a greater receipt of revenue. I consider the result to have disappointed that Committee.

134. Do you consider it beyond the bounds of reasonable probability that circumstances of a political nature may again occur in which the loss of the timber trade in the Colonies might become a question of great national importance?—When a case of the interruption of the European trade has actually occurred, and occurred under such circumstances as to have been the groundwork for the great change which has taken place in our system of timber duties, every man must feel that it is not impossible that such a case should occur again, but at the same time it may now be considered very questionable whether we had not much better have put up with the temporary inconvenience, for it is very evident we were getting over our difficulties when we applied the costly remedy. The commencement of the dilemma may be taken from the expedition to Copenhagen, which was in 1807. In 1808 the importation fell to 87,000 loads of wood, of which 26,000 only were received from Europe, and 60,000 from the Colonies. In 1809, and still without the protection, the imports from the Colonies had risen to 90,000, and the imports from Europe had increased to 54,000. In 1810, and certainly sooner than the effect of the protection could have been very material, we find that the Colonies produced 125,000, and Europe again gave us 135,000, so that in the face of all the difficulties which had occurred, and in the most difficult period of the war, when the duty was so enormous, and the protection produced the effect of drawing from the Colonies 125,000 loads, the imports from the Baltic rose from 26,000 and 54,000, to 125,000; therefore, having the experience of as bad a case as the imagination can picture, I think that all provision against any great public event which might deprive us of the benefit of timber from the north of Europe, may well be left for the period when the event shall seem to be approaching.

135. The question has a reference to the possibility of this circumstance, the occurrence of a war between this country and Russia, in which the other northern nations, from which we now derive our principal supply of Baltic timber, namely, Prussia, Denmark and Sweden, might coalesce with Russia; and supposing that war to be of any considerable duration, two or three years for instance, what effect would that, in your opinion, produce upon the state of the timber trade, our chief reliance being placed after a change of duties on a supply of the timber from the Baltic?—The immediate temporary effect would of course be very inconvenient; but it would show itself instantly in price, and encourage an increase of the Colonial supply. I should rather think that if at any future period we should contract difficulties of that nature, if we had not in the interim turned away from the foreign trade quite so much, the Colonies would have been much better able to supply us than if we had got from all the best places such immense quantities of timber as we have; for I am told that the expense of bringing the wood to the shipping ports is already rising in the Colonies, in consequence of the heavy drains upon the most advantageous forests.

136. How do you account for the circumstance, that the reduction of the duty on Baltic timber in 1821, at the same time with the imposition of duty for the first time on Colonial timber, appears to have produced so little effect upon the relative importations from the Baltic and the Colonies?—One mode of accounting for that, I conceive to be the great common change in the expenses and profits of mercantile transactions, and the increased energies of all adventurers. The fall in freights has been such, that the amount of protection intended to be the difference between a near trade and a distant one, was in fact overrated. The Committee who fixed those duties expected a very different result; they thought that the proportions to the two trades would have been very different, for they say that the previous importations were not any longer to be expected.

137. Was

137. Was it not attended by an almost simultaneous reduction in freights to a very considerable extent?—I understand the freights were considerably reduced, but still the trade has increased with the reduction.

138. The price of timber in America was also reduced, was it not?—I have not any particular recollection of the shipping price in the Colonies, but I conceive that part of the cost lies rather in the better preparation.

139. Was the timber in the European market increased at all by that financial measure?—No, the protection being too great, the proportion of European supply went down while the other went up.

140. Is it your impression, that the countries in the Baltic are enabled to supply this country with all the large masts and spars, and so on, wanted for the use of the navy?—I understand that the shipping interest look a good deal to the Colonies for masts. But it might very reasonably be supposed that a different system would be applied to round timber for masts than that applied to common wood. Masts like staves might be taken out of the general rule.

141. Have you estimated what would be the probable effect on trade in general if the merchants in England are enabled to import Baltic timber for the manufacture of ships at a considerably lower rate than at present?—There can be no doubt that the present system of timber duties operates against the shipping interest, as far as relates to the building and repairing of ships; but I suppose they think that the increased charge on the ships is more than compensated by the freight of timber. If they had timber cheaper for their own use, it would enable British ships to compete better with foreign ships in other parts of the world.

142. With reference to carrying timber between England and the European ports, do you think that the reduction of the duties would have the effect of throwing much of that trade into the hands of the English which is now possessed by the foreign ship-owners?—I have no doubt in the first instance, and for a considerable time, the British shipping would have infinitely the largest proportion of the new trade of the Baltic, because the foreigners would not have their ships equally ready, the British ships would seek employment immediately; but in the long run it would, I suppose, come down to about the level it is at now.

143. To what circumstance do you attribute the fact, that the foreigner is enabled in that trade to compete with the British ship-owner at present?—They compete with each other like two of a trade; we are told that they sail a great deal cheaper than the British ships; some of their charges are lower, and it is by reason of such competition that freights are lower as well as every thing else.

144. Is there a difference in Ireland as contrasted with England in the graduated scale of lengths, on which duties are levied on deals?—The scale is different in the two countries; in England, for instance, there is one duty on deals of the length of from 6 to 16 feet, all the intermediate lengths passing at the same duty; while in Ireland the scale is graduated by two feet at a time for all the intermediate lengths, with a proportionate duty upon each.

145. In proportion to the number of cubic feet of the timber and deals relatively, is not the duty on deals very much less in Ireland than it is in England?—The duty on the smaller lengths is considerably less in Ireland; but the real effect is, these small lengths are not imported into England, where the duty has a prohibiting effect upon them.

146. As between the revenue and the consumer, do you think a more frequent graduation just?—I believe every one would approve of more frequent graduation; and I never found an objection, except from the officers of the customs, as to the difficulty of the collection, but which I suspect is much overrated.

147. You are still of opinion that the duty ought to be collected according to the various lengths, and not the mass of the timber; the cubic contents?—The difficulty just spoken of would be greatly increased if the duty was charged on the exact cubic contents; such a mode of charging the duty would perhaps be conveniently and sufficiently approached by taking the duty still by tale, but at the same time adjusting the scale to a greater variety of lengths.

148. You are understood to say that the most perfect mode would be to take it according to the cubic contents, but that inconvenience and difficulty might arise in doing that at the Custom-house, and therefore you would propose to have different gradations or lengths, approaching as nearly the cubic contents as you could?—That is my view of the preference of the duty by tale to the duty by specific measure. But I have often thought that deals, battens, and boards of all widths and

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thicknesses, might be measured in piles. The trees might then be converted without waste; and the wood could be sold the cheaper.

149. In what proportion are the mines charged with duty on the timber used in them?—In Cornwall and some other places they have a drawback allowed on certain sorts of timber used in the mines.

150. So that in point of fact they come in without any duty?—Not quite all the duty; the amount only, beyond what it was at some distant period, is remitted. When the duty was considerably raised the Legislature remitted the additional duties to the mines; but they are still liable to the duty as it was up to that time.

151. Do you think it would be possible, without inconvenience, to give to the shipping interest a similar advantage, and to allow them to have their timber duty-free for ship-building?—This is a subject which was taken into consideration some years ago by the Board of Trade, when Mr. Huskisson was the president of it. He was very anxious to make an arrangement by which the ship-owners might have a drawback of the duties on the timber used in ship-building. I pointed out to him that it had been done with regard to building churches. I thought it was practicable that the ship might be surveyed at proper stages of her building by proper persons, who would ascertain the quantity used in her building. He was anxious it should be done, and it was accordingly proposed to some persons of the shipping interest; but it was strongly opposed by the gentlemen to whom it was submitted, because they said it would be a means of building ships in future much cheaper than their own had been built, and that it would be a great bounty to the building of more ships. It was then observed that the national interest was usually urged in favour of the shipping interest, and with it the maritime strength of the country; but the parties seemed to think it would be very hard to lower the value of their present ships for a future object of that nature, particularly when that property had been already lowered so much as it had been at that time.

152. You think there would be no practical difficulty?—My opinion is there is no difficulty which is not surmountable if the object should be deemed of sufficient importance.

153. Was the question ever referred to the Customs?—No, because the ship-owners rejected it in the early stage.

154. Is the duty taken off in the timber used in building churches?—Yes, and on bricks and every thing else subject to duty.

155. Is it also on timber used in building dissenting chapels?—No.

Martis, 16° die Junii, 1835.

THE RIGHT HON. CHARLES POULETT THOMSON,

IN THE CHAIR.

John Mitchell, Esq., called in; and Examined.

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156. YOU have been a long while connected with the timber trade with Russia?—For the last 50 years.

157. Have the goodness to state to the Committee what is and has lately been the state of the wood trade with Russia, compared with previous periods?—The trade is very much diminished, to this country particularly, owing to the low price at which Canada timber can be imported with the present duty, and likewise in part owing to the woods being exhausted, and their having to go further up the country for it, which creates an additional expense in bringing it down.

158. Has there been any considerable decrease in the trade since the years 1821 and 1822?—Very considerable.

159. Do you refer to the trade in timber, or to the trade in timber and deals?—To both.

160. Has the proportion of the decrease been the same; have deals fallen off more than timber, or timber more than deals?—I think the decrease has been more in timber than in deals.

161. Are

161. Are you able to state to the Committee the respective values in this market, and the proceeds of different sorts of timber?—Yes; I generally make a calculation at the end of every season. Last January I made a calculation: Red pine Canada timber sold at 4 *l.* 12 *s.* 6 *d.*, the then price of the load; the duty 10 *s.*, freight 2 *l.*, charges 3 *s.*, interest 2 *s.* 4 *d.*, commission and brokerage 4 *s.* 8 *d.*; making together 3 *l.*, deducted from 4 *l.* 12 *s.* 6 *d.*, leaves 1 *l.* 12 *s.* 6 *d.* as the net proceeds. Quebec yellow pine, the sale price 3 *l.* 17 *s.* 6 *d.*; all the charges as above, 2 *l.* 18 *s.* 10 *d.*, leaving 18 *s.* 8 *d.* Memel timber sold at the then price of 5 *l.* 5 *s.*; the duty 2 *l.* 15 *s.*, freight 19 *s.*, charges 3 *s.*, interest 2 *s.* 8 *d.*, commission and brokerage 5 *s.* 3 *d.*; making together 4 *l.* 4 *s.* 11 *d.*, leaving the net proceed of 1 *l.* 0 *s.* 1 *d.* Riga fir timber sold at 5 *l.* 7 *s.* 6 *d.*; the duty 2 *l.* 15 *s.*, freight 1 *l.* 1 *s.*, charges 3 *s.*, interest 2 *s.* 8 *d.*, commission and brokerage 5 *s.* 4 *d.*; making together 4 *l.* 7 *s.*, leaving the net proceeds 1 *l.* 0 *s.* 6 *d.* It may be perhaps necessary for me to draw the attention of the Committee to the circumstance that Canada red pine sells at 12 *s.* 6 *d.* a load less than the second quality of Memel timber, and leaves 12 *s.* 6 *d.* more proceeds; making a difference between the two of 25 *s.* a load within 1 *d.*

162. Have you any calculation of the same kind with respect to deals?—Yes.

163. Have the goodness to state it to the Committee?—Quebec pine deals, the long hundred of 120 deals, 12 feet long, three inches thick, and 11 inches broad, of the first quality, equal to two reduced standard hundred, sold at 14 *l.* 10 *s.* per standard hundred, makes 29 *l.*; duty 2 *l.*, freight 12 *l.*, charges 19 *s.*, interest 14 *s.* 6 *d.*, commission and brokerage 1 *l.* 9 *s.*; making 17 *l.* 2 *s.* 6 *d.*, leaving net proceeds 11 *l.* 17 *s.* 6 *d.*, or 5 *l.* 18 *s.* 9 *d.* for the Petersburgh standard hundred. St. Petersburgh red wood deals, the long hundred of 120 deals, 20 feet three inch by 11 inch crown deals, equal to standard hundreds 3. 1. 10, at 16 *l.* per standard hundred, 53 *l.* 6 *s.* 8 *d.*; the duty 22 *l.*, freight 11 *l.* 13 *s.* 4 *d.*, charges 1 *l.* 11 *s.* 8 *d.*, interest 1 *l.* 6 *s.* 8 *d.*, commission and brokerage 2 *l.* 13 *s.* 4 *d.*; making 39 *l.* 5 *s.*, leaving 14 *l.* 1 *s.* 8 *d.*, or 4 *l.* 4 *s.* 6 *d.* net per standard hundred. Christiana and Fredrickstadt deals, the average length 15 feet three inches by nine inches, red wood deals, 120 sell at the present moment for 37 *l.* 15 *s.*; duty 19 *l.*, freight 4 *l.* 10 *s.*, landing charges, rent, &c. 1 *l.* 0 *s.* 6 *d.*, interest 14 *s.* 3 *d.*, commission and brokerage 1 *l.* 17 *s.* 9 *d.*; making together 27 *l.* 2 *s.* 6 *d.*, net proceeds 10 *l.* 12 *s.* 6 *d.*; 120, 15 feet three inches by nine inches, deals, are equal to standard hundred 2 *l.* 0 *s.* $5\frac{5}{11}$ *d.*, therefore they net 5 *l.* 3 *s.* per standard hundred. White wood Norway deals, at 2 *l.* for 120, 12 feet three inches, nine inches less than yellow, will therefore net rather less than 4 *l.* for the standard hundred.

164. Can you state to the Committee the prices of red fir timber at any period before the war, or during the war?—I cannot from my recollection; but during the war the prices were so various that they do not afford any rule to go by. I have paid 8 *l.* and 10 *l.* a load freight during the war; when I paid this it was for Government. The private market could not bear such a high rate of freight.

165. Can you state to the Committee what the freight of timber is now, and what you have known it during the war?—The freight now from Riga is 20 *s.* a load.

166. Do you remember what you used to pay some years ago?—No, I do not recollect what was paid before the last war; I recollect what the freight of hemp and flax was at that period, from 30 *s.* to 35 *s.* a ton.

167. What is it now?—Forty to forty-five shillings.

168. Do you remember what the highest rates or the medium rates were which you paid during the war?—No. I think between 3 *l.* and 4 *l.* per ton on hemp; I do not remember as to wood at all.

169. What was the freight on tallow before the war?—I do not recollect. Those freights I mention are to London. When we ship from Riga to Liverpool and the west coast, the freight is generally 4 *s.* to 5 *s.* per load of timber higher than to the east coast. From Prussia they get timber to Liverpool, I understand, at the same freight, or at even a lower freight than to London by Prussian ships. The reason of that is, that Prussia does not admit salt into Prussia except by Prussian ships, therefore they are enabled by that means to take the freight of timber at a low rate to get a high freight on salt back.

170. Coupling the two together they make it answer?—Yes.

171. What is the quality of wood you chiefly import from Russia?—Masts, fir timber, red and white wood, deals and wainscot logs.

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172. You stated that a good deal of the wood which was near the river has been cut down?—Yes; where they are principally supplying the Riga market with timber now is in forests, which, upon the melting of the snow, float down in small rivulets to the Dnieper; then it is directed up the current of the Dnieper, if in time to get through the canal that communicates between Berezina and the Duna, the timber comes down to Riga the same year late in the autumn, but generally speaking it is two years; as, if there is any interruption in getting it to the canal in proper time, they let it remain and bring it down the following spring without going through the canal. When brought down the same year the expense is greater than if brought only the second year. Most of the shorter timber is from nearer forests, and comes in one year.

173. Has the expense of bringing wood to Riga increased of late?—It must increase from the greater distance they have to bring it, but still it is very low. I have landed two cargoes of timber just now, the one cost 21 *s.* 6 *d.* a load, and the other 21 *s.* 11 ½ *d.*, free on board.

174. Of what quality?—Principally of second quality, but a small part crown. There is no crown shipped for London from Riga, it is only to the outports.

175. Has there not been a particular kind of timber with which you have been in the habit of supplying the Navy?—That is the crown, all crown; but it was principally of a great length, as it was used for building masts. We were bound to deliver an average length of 36 feet, a few of those 60 feet long, in the square 12 ½ to 13 inches all the way, and all free of knots.

176. Has there been any considerable variation of price in that particular kind of timber within the last three or four years?—No; that particular kind was not called for to any extent until the Navy Board adopted it for the making of masts. It entails a very considerable additional expense, the transporting a long piece of timber as compared with shorter lengths, besides the difficulty there is in procuring such; we cannot procure such superior timber, and of such a length, at a less price than 45 *s.* to 50 *s.* per load free on board.

177. Are the Admiralty the only consumers of that long timber?—Not entirely; small quantities of it have gone into Devonshire and other parts, required, I understand, for the use of the miners and other particular purposes.

178. Are you acquainted with the mode of cutting and clearing timber in the Russian and Prussian provinces of which you have spoken?—No.

179. Are you aware whether the whole woods near the banks of the river are cleared, or whether it is necessary to select here and there?—They select the best trees, particularly where they are cutting for masts. A piece of timber that would be 60 feet long, and from 12 to 13 inches square from one end to the other, is a considerable sized mast. We have other descriptions of wood of the same quality, but which do not come to this country; one reason is on account of the duty; they are slab-edged, which occasions such a great increase in the number of loads, and a consequent increase in the duty, that they are never sent to this country; it all goes to Holland and Belgium.

180. Have the goodness to describe the meaning of slab-edged?—It is not die-square, but rounded at the corners; if that timber was cut down to die-square, instead of being 12 inches, it would be perhaps only 10. In former times we used to export a large quantity of wainscot logs, but that has very much diminished, owing to the high duty, and the low duty upon other kinds of wood in this country, which compete with it, particularly mahogany and cedar wood. I think before 1796 the duty on wainscot log was only 9 *s.* 11 *d.* per load; and it was afterwards increased to 75 *s.* or 80 *s.*, when I saw Mr. Huskisson upon it, and he reduced it to 55 *s.*, at which it still remains. If there is no reduction in that duty, the trade must be much curtailed, or entirely cease.

181. What sort of timber are the wainscot logs?—A species of oak; what is used in churches; and a great deal of it will be required in the new Houses of Parliament. It was also formerly almost exclusively used for boat-building; but the Canada oak has superseded it for that purpose. The duty on mahogany was reduced from 3 *l.* 1 *s.* 6 *d.* to 1 *l.* 10 *s.* per ton; while the duty on wainscot still continues. There should be a reduction of 30 *s.* a load upon it, if that is to continue to be imported.

182. That is placed unfairly on wainscot logs?—Quite so.

183. Is it not found, from the reduction of the duty on mahogany, that the importation of wainscot logs has declined?—The reduction in the duty on mahogany, and the low duty on cedar and other woods, has curtailed the consumption

sumption for general purposes, and the low duty on Canada oak for that of boat-building.

184. You have stated that the prices of wood at Riga have been gradually declining for some years past?—They were never lower than at present, except large masts, which are scarce to be got, and only in a very limited quantity. In former times the Russian government levied a considerable duty on the exportation of all wood; but that is done away with, and the present duty is almost nominal.

185. Do you happen to recollect when that change of duty took place?—I do not recollect the exact period; but the present duties are very trifling.

186. Are you of opinion that, at the present prices, the proprietors of forests can continue to cut down as much timber as they do now?—I should think not. Situated as the woods are, the trees are of no value except for being exported; and therefore, however little the proprietor may get for his timber, it is still a gain to him. When such timber sells at Riga at about 22 *s.* per load, the proprietor cannot get much for it, considering the great distance it has to be transported, and the time required for doing so.

187. Any considerable demands then for timber would have the effect of raising the price in those countries?—I conceive so, decidedly; any considerable reduction in the duty on Baltic timber, say 15 *s.* to 20 *s.* a load, must necessarily increase the demand in the Baltic, and raise the prices. According to my views of the trade, it would be a preferable mode to double all the duties on timber from our Colonies, and reduce the duty on that from the Baltic about 5 *s.* per load.

188. Have the goodness to explain what are the grounds of your opinion that it would be more advisable, in case of change, to diminish the proportions by doubling the duties on timber from the Colonies, rather than by diminishing the duty upon Baltic timber?—I think the present scale is altogether disadvantageous. The system most desirable to regulate our duties is, in my opinion, that there should be a fair competition with every country from which you get your supplies; you by that means keep the price moderate at the place of production, and of consequence less to the consumer here, and get more revenue.

189. In suggesting the propriety of diminishing the proportion rather by the alteration of the duty on Canada than by the diminution of the duty on the Baltic, you look to revenue?—In some measure. At the present scale of duties there is no competition between timber from the Baltic and that from Canada. There must either be, to create a competition, an addition to the Canada duties, or a reduction of the Baltic. A great reduction of the Baltic, as I stated before, would increase the demand, and, as a natural consequence, raise the prices in the Baltic. At a low duty for Baltic timber, the slab-edged timber I have described could be imported with advantage.

190. Would not the effect be just the same, supposing the proportion to be diminished, as you have supposed, 15 *s.*, whether that was done by raising the duty on Canada, or by lowering the duty on Baltic?—No, I should think not, because it would occasion such an increased demand for Baltic timber as to raise the price considerably; and Canada would still get more proceeds for her timber, if the duty was doubled, than they would for Baltic, which is so much superior in quality.

191. You have supposed a reduction of the protection between Baltic and Canada timber to the extent of 15 *s.*?—Yes, not exceeding 15 *s.*; if you exceed 15 *s.*, then there is an end of competition, to the disadvantage of Canada.

192. Suppose the reduction were to the extent of 5 *s.*; what would be the effect of that?—That would do no good at all one way or the other, in my opinion.

193. Do you know of any fraud of this description having been carried on, Baltic timber being shipped to the Colonies for the purpose of being introduced into this country at the Colonial duties?—I have never been engaged in it myself; but my house in Riga shipped one cargo for a friend in this country, which went that circuitous route. As there was an Act of the Legislature allowing this, I cannot consider it fraudulent.

194. Do you happen to know that there was a considerable profit made by that circuitous voyage?—I think about 10 *s.* per load.

195. Extra profit?—I am afraid there has been no profit from importing from the Baltic, but in that extra way; there is a loss of from 2 *s.* to 3 *s.* a load on every load of Baltic timber imported into London.

196. Are you aware whether that circuitous trade has gone to any extent?—

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I am not aware of the extent, but I have been told upwards of 12 cargoes in the last year, besides some pitch pine from the United States, in the same manner.

197. In drawing a comparison between the net proceeds of the American red pine and the Memel timber, you have compared the red pine with Memel timber of the second quality; will you explain to the Committee why you have taken Memel timber of the second quality in preference to crown Memel timber?—Because there is little or no crown Memel timber comes to London, and the second quality of Memel is superior to the first quality of Canada.

198. What do you consider the relative qualities of red pine and Memel timber of the second quality?—The red pine sells for 12 *s.* 6 *d.* a load less than second quality of Memel; that is the criterion to judge of the quality, as the consumer does not give within 12 *s.* 6 *d.* a load of that he gives for Memel timber. I am of opinion that if the duty on Baltic timber was in any considerable degree reduced, a much larger quantity of crown timber would be used in the country than is now the case.

199. Is there any difference in the state of the manufacture in which the two articles are imported?—Yes, the red pine is not so well manufactured as the Memel, for it is not so good a square; I think not such a hardness of wood, not of so good a quality as the Baltic timber.

200. In your calculation of the cost of the importation of Petersburgh red deals, you make a charge of 1 *l.* 6 *s.* 8 *d.* for interest; will you explain to the Committee how it comes to so large a sum?—The interest is reckoned on the selling price; if you calculate the importation of timber, you have paid the first cost, the freight, and have paid the duty, there must be interest upon the whole.

201. Is it the practice to pay duty on the importation, or when sales are effected?—Yes, if sales are made from the ship; the charges would be higher if they are landed.

202. Are not the deals always imported in bulk?—Wood cannot be in bulk, if it is meant in whole cargoes; it is often imported so, and also with timber and other wood.

203. Is it not the cheapest invoice which you can make of a cargo, if you suppose that you immediately meet with a customer on the arrival of the cargo?—Certainly.

204. You would have to charge a higher price upon the cargo, if, instead of meeting with an immediate customer, you suppose the cargo had been landed in bond?—Certainly; all the landing charges, rents, and interest upon the prime cost and upon the freight, must bear their proportion.

205. The question related to interest, not upon the freight, but upon the duty; if you meet with a customer immediately, why do you charge interest on the duty?—I have reckoned the sale at six months.

206. If you meet with an immediate customer on the arrival of the cargo, the importer pays the duty immediately, and he sells his cargo on a six-months' bill, does not he?—Six, seven, eight and nine months.

207. Six months is the shortest?—Yes.

208. Then there would be a month elapse between the drawing of the bill and the arrival of the cargo, which would make it altogether seven months, would it not?—We generally allow 14 days or a month for the delivery, and under no circumstance can the importer incur less than seven months' interest.

209. It seldom happens that you meet with a customer the very day the cargo arrives?—Certainly not.

210. Therefore you must allow at least a month?—Under the most favourable circumstances there is always seven months' interest allowed.

211. The duty being 22 *l.*, freight 11 *l.* 13 *s.* 1 *d.*, and other charges amounting to 39 *l.* 5 *s.*, you state to the Committee that leaves 14 *l.* 1 *s.* 8 *d.* as the net proceeds to the exporter from Russia; these two sums together therefore must constitute the whole cost of the commodity, and taken together they amount to 53 *l.* 6 *s.* 3 *d.*; allowing seven months' interest to be chargeable on the importation, how can that make 1 *l.* 6 *s.* 8 *d.* on the gross invoice, including every charge of 53 *l.* 6 *s.* 8 *d.*?—The interest on the sum of 53 *l.* 6 *s.* 8 *d.* for seven months will, I believe, make the 1 *l.* 6 *s.* 8 *d.* charged correct.

212. In the answer you gave to a former question, you used an expresson to this effect, "that the timber in some parts of Russia was exhausted, or partly so, that they had to go further up the country for it;" supposing, therefore, that the import of timber from those parts of Russia to which you have alluded were materially increased

increased by the alteration in the duty which you think would be politic, would not that have the effect of further exhausting the supply of timber in all the shipping ports, and thus have a tendency to enhance the prices?—I stated before if the reduction was very great, 15*s.* or 20*s.* a load on Baltic timber, I think it would enhance the price, it would occasion such a demand; but not a moderate reduction, the price would not be materially enhanced; 1*s.* or 2*s.* a load it might be, but it is of extreme low value at present itself.

213. You are understood to state, that a large reduction of the duty on Baltic timber would have the effect of necessarily enhancing the prices?—Yes.

214. You said also that a smaller reduction would not materially affect the price?—I should say a smaller reduction would not affect it at all; by the reduction I have suggested, I think the price would not be affected more than 1*s.* or 2*s.* a load.

215. Whatever reduction might be made, if that reduction led to an increased demand for timber in that quarter, would it not necessarily to some extent augment the price?—That would depend upon the extent of the reduction; it would depend upon the increase of demand occasioned by the reduction, which necessarily would be larger if that was great. But as I stated before, a different description of timber would be imported from the Baltic if the duty was low.

216. Supposing such an alteration to be made in the timber duties as would have the effect of transferring one half the timber trade now carried on with the British North American Colonies to the shores of the Baltic, would not that in your opinion have the effect of materially enhancing the price of Baltic timber?—I think it impossible that any alteration of the duty would diminish the importation from our Colonies one half. But if a reduction was made, which was so great as to be expected to transfer one half of the trade from the Colonies to the Baltic, it would in my opinion be counteracted by an advance in price in the Baltic, which would send back a great part again to the Colonies.

217. You made use of an expression, that Baltic timber cannot now compete with Colonial; is there not a considerable trade now carried on in timber with the Baltic?—There is a trade carried on, but it is a losing trade to all concerned in it. People that have embarked their capital in it must realise it, but it has been a losing trade for many years past; there has not been a load of Baltic timber sold at a profit in this market for some years past.

218. Your expression meant really, that it could not advantageously compete with the Colonial trade?—Yes.

219. Have you at your counting-house any account of the price in the foreign market of timber previous and subsequent to the breaking out of the war in 1793?—Not here, but I could procure it from Riga.

220. Can you state what was the price during the short peace, and what was the subsequent price on the renewal of the war?—I have no recollection; I can procure it from Riga.

221. What proportion of timber imported from Russia is brought in British shipping?—Almost all, very little in Russian ships; both timber and deals from Russia, 99 out of 100 are British ships. From Prussia it is different. From Norway, 99 out of 100 are Norwegians.

222. How do you account for that?—The Norwegians can sail cheaper; but the Russian mercantile navy is in its infancy.

223. Supposing the Prussian government were to do away with the restriction which compels the import of salt in Prussian ships, do you conceive a greater quantity of Prusssian timber would be imported into this country in British ships?—It would only be in the trade to Liverpool, for it is only there that they can get salt.

224. To the extent of the trade of Liverpool, you think that would be the case?—British ships cannot carry timber from Prussian ports to Liverpool just now, because they can get no return freight; the Prussians get a return of salt at a very high rate.

225. Does not the large body of vessels engaged in the timber trade proceed from this country in ballast?—Yes, principally, but many carry out coals to different ports in the Baltic.

226. The number of salt ships is completely insignificant?—It is only to Liverpool that they can go for salt, but a great many of the British ships that go to the Baltic for timber and deals, carry out coals to different ports.

227. A great many of the ships that come from Petersburgh are ships that have

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proceeded with sugar from the Brazils, are they not?—Yes, but these are all vessels of the first class, and too valuable to load wood cargoes.

228. Do you conceive the supply of Russian timber can be increased to an unlimited extent?—Not to an unlimited extent, certainly.

229. To a very great extent?—It can be doubled.

230. Could it be quadrupled without raising the price?—No, certainly not, without raising the price.

231. What do you conceive to be the comparative expense of bringing it to the shipping port, Riga, for instance, as compared with the expense of bringing it to Quebec?—I cannot judge of that. I understand the price in Quebec for red pine is 30 *s.* a load; the price in Riga for that timber is somewhere about 22 *s.* a load.

232. You are speaking now of second timber?—Yes; but far superior to the best Canada.

233. You have stated, that in consequence of the high duty, timber from the Baltic is sent of a better quality and better squared, inasmuch as they would have the same duty to pay on an ill-squared balk of timber and on a bad balk of timber, as on that of the best quality?—I do not mean to say that it was in consequence of the high duty, but that the timber was better squared. There have always been two or three descriptions of timber at Riga; one English-squared timber, that is die-square, the Dutch timber, that is slab-edged, and a third description of timber not much exported now, a smaller size and slab-edged, which principally went to Ostend and Holland; but the exportation of this kind from Riga is now very much diminished.

234. Are the Committee to understand you as meaning, that if a bad quality balk of timber was sent, they would not have the same freight and the same duty to pay upon it?—They would have the same freight and the same duty to pay upon it.

235. Of course the effect of this is to make the timber seller abroad send the first quality to this country, on account of the high duty?—There is little of the very best quality comes to this country, only to the outports in small quantities, where they will pay any price, or the Admiralty buy crown timber. Very little comes to London. If the duty was lowered more crown timber would be imported, and that denominated Dutch timber could be brought to this country.

236. Is it not better squared?—It is just the same timber. The brack at Riga is very rigid, and what is crown is very perfect. When there are many knots or other small faults it is made into second quality.

237. Do not they select the best timber, so as not to send a bad article here that would have to pay high duty?—There is crown and brack. We never export the third quality from Riga.

238. You state that the importation of wainscot logs is almost discontinued?—In a great measure, to what it used to be.

239. A great many years ago the whole of the boats belonging to the ships of this country were built of wainscot?—In the Navy entirely, and very generally in the merchant service.

240. There is no other place from which you can get the wainscot logs?—They used to come from the Rhine, but a different description of wainscot.

241. Your opinion is that the high duty occasions a discontinuance of them, though the boats were better built of wainscot than of any other quality?—They were at first dearer, but in the end they were the cheapest; that is what I have understood from the man that managed my shipping.

242. Therefore it is a bad policy to continue a high duty on such an article, which can come from no other part of the world of so valuable a quality?—Undoubtedly.

243. Are you a shipowner?—No, I am fortunately not. When Mr. Huskisson began to alter the Navigation Laws I put a broom to the mast-head of all my ships.

244. You said that the trade to the Baltic was a forced trade; that it was still continued because capital was invested in it; in what manner is that capital invested?—You must advance that capital two years before you can get the article; and the last 10 years I have not made interest for the capital invested in the wood trade by my house in Russia; but after being 50 years in it, one does not like to give it up.

245. You think persons sometimes carry on trade a little longer than it is absolutely profitable?—Yes, I believe that they do.

246. Is it not extremely difficult for any merchant whose capital is embarked in a trade where it is laid out either in fixed capital or in shipping, to retire from that trade without sacrificing a great part of his fortune?—If he retires from it he must make up his mind to some sacrifice, that will be more or less according to circumstances.

247. When did the trade cease to be profitable?—Ever since the peace, I think.

248. You are understood to say you are a commission merchant, and not merely a timber merchant?—A commission merchant, but in fact all the establishments in Russia are more or less commission merchants; but of late years it has become the practice to sell timber and deals at fixed prices in sterling, free on board ship, deals by the standard hundred, and timber by the load of 8 ½ fathoms, the odd feet which the timber may have over the fathom not being reckoned at Riga. If the piece is 23 feet, 22 or 21, we pay but the three fathom, if it is 24 we pay four fathom, but from 24 to 29 we pay no more than four fathom till it comes to 30; we do not pay for the odd feet, nor sell the odd feet.

249. And you do not pay anything additional for the breadth over the 12 inches?—Yes, we pay a higher price for timber of a larger scantling, or if it is of longer length, but the greater the thickness of the timber the worse it is in quality in general.

250. Is not the market now adequately supplied with timber, both Colonial and Baltic?—Certainly it is.

251. What do you mean by adequately supplied?—That there is no want of it.

252. So that the consumer of timber can now purchase in the market either Baltic timber or Colonial timber in sufficient quantity, as it may best suit his purpose?—The consumer naturally buys that which is cheapest. Everything in the present day is not for quality but for cheapness.

253. You are understood to state that you consider the consumer at present can provide himself either with Baltic timber or Colonial timber, as it may best suit his purpose?—Certainly, they are both in the market, he can purchase either. If there is an extra importation of Colonial, it will be lower in proportion than Baltic; if it is the other way, the price must be affected by the quantity in the market.

254. Is it not the fact, that for many ordinary purposes the timber which is brought from the Canadas, and the deals, are just as good as the better description of timber brought from the Baltic?—I think not.

255. In consequence of its cheapness is it not preferred in many instances?—As I mentioned before, the order of the present day is cheapness; and any article, however bad it may be, will be consumed, if it is cheap, rather than the better article if it is dearer.

256. What do you conceive would be the effect on prices to the consumer, supposing the Colonial trade in timber was either entirely destroyed, or materially lessened?—The prices would naturally increase; but I think that is a question which involves an impossibility.

257. Supposing the trade with the Colonies were, contrary to your opinion, reduced one half, do you think that that would have the effect of considerably raising the price, by increasing the demand for Baltic timber?—If such a case were to occur, it must increase the price; but I look upon it that the quantity of Colonial timber will go on annually increasing, and that if the duty on Colonial timber was doubled there would be but a trifling diminution in the importation of Colonial timber. Yellow pine would be reduced perhaps, and the sooner that is put out of consumption the better.

258. Your opinion is founded on the increased revenue, from your knowledge of the relative values of timber from Canada and the Baltic, rather than from any experience?—I have no experience of the Canada trade at all; but I have some property in the neighbourhood of Manchester, one or two fields, that now are covered with cottages for the operatives, that go into them with their iron nails in their shoes, indent in the floors. It is nothing to me; I have an annual quit-rent; and it is not anything to me what they put upon it.

259. When were those cottages erected?—Some are erecting now; some last year and the year before.

260. By far the greater proportion of timber imported from the Baltic is of the description of fir timber, distinguished from deals and battens?—It is all fir timber.

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261. By far the greater quantity is in the log?—The greater quantity is in deals at present.

262. If you reduced the deals to their proper dimensions, the larger quantity would be deals?—Yes.

263. In the five years preceding 1830, namely, 1825, 1826, 1827, 1828 and 1829, the average quantity, in each year, of fir timber brought from Prussia was 148,500 loads; for the last five years, beginning with 1829, the average quantity of fir timber brought from Prussia appears only to be 80,000; do you attribute that to the operation of the duties?—Certainly.

264. Do you not suppose that is a confirmation of your position, that the trade is not profitably carried on, when in the last five years, compared with the preceding five years, the quantity has been reduced from 148,500 to 80,000?—I believe no person engaged in the trade has gained anything by it for the last 10 years.

265. You recommend an increase of duty on foreign timber rather than a decrease on Baltic; will you explain why it should be done in that way?—I consider that by doubling the duty on Colonial timber, the exports from our Colonies would not be at all or materially diminished.

266. Why do you rather advise the duty should be increased on the Colonial than decreased on the Baltic timber?—That the quantity from the Colonies would not be materially diminished; and I look upon it they must, year after year, get a larger supply of timber, and at a cheaper rate. If you make the whole difference, leaving the Colonial timber as at present, and make the whole reduction 15*s.* or 20*s.* a load, it would cause such an increased demand as would increase the price, and a proportion of that increase would go into the pocket of the foreigners.

267. Your object is rather to render the trade a remunerating one to the dealer than to transfer the trade from the Canadas to the Baltic?—There would then be a fair competition, which does not exist at present.

268. Supposing you reduced the duty on Baltic timber, leaving the Colonial timber untouched, why would not the same effect follow?—The same effect would in part certainly follow; but by reducing the duty on Baltic timber, I will suppose 15*s.*, I consider that the price would be more enhanced in the Baltic than if the duties on that from our Colonies were doubled, and only a reduction of 5*s.* on Baltic. From all the information I have been able to obtain, the best timber can be imported from Canada at a lower rate than is now paid; and as the population increases, they will be able to bring it at a still lower rate.

269. Suppose you increased the duty on Colonial timber by 10*s.* a load, do not you apprehend there would be an increase in the consumption of Baltic timber?—An increase, but not so much as materially to raise the price.

270. Would there be any advantage gained in the change?—There would be an increase in the revenue, without materially enhancing the price to the consumer.

271. In case, by reducing the duty on Baltic timber, you left the importation from the American Colonies the same, but materially increased the importation from the Baltic, you apprehend, of course, that the future consumption of timber, by that reduction of duty on Baltic timber, would be very much increased?—No doubt there would be some increase.

272. If, on the contrary, instead of reducing the duty on Baltic timber, you were to raise the duty on Colonial timber, do you apprehend, in that case, the consumption of timber in this country altogether would be increased?—I think the consumption of timber, under every circumstance, must go on increasing.

273. Do you apprehend that the consumption is altogether independent of the price?—Not entirely, certainly, but the price would not be enhanced to the consumer. If you reduce the duty on Baltic timber 15*s.* or 20*s.* a load, individually I should be most happy, as I have a large stock and should gain upon it, but I think that would be prejudicial to the country.

274. In what sense do you mean; to the revenue of the country?—It would certainly not give so much revenue, and would I think enhance the price in the Baltic.

275. If you reduce the duty on Baltic timber from 15*s.* to 20*s.* a load, how much do you apprehend the price of timber would be advanced in the foreign market?—It is impossible to say, but I should say from 5*s.* to 7*s.* a load. The great advantage in reducing the duty on Baltic timber would, in my opinion, be, that a much superior description of timber would be imported, as at present very little crown timber comes.

276. Supposing the duty were reduced 20*s.*, and the price in the foreign market were

were enhanced from 7 *s.* to 8 *s.*, the consumer in this country would have the benefit of about 12 *s.* a load in price, would he not?—Yes, certainly.

277. Do you not think the reducing the price of timber 12 *s.* a load would add to its consumption?—There is no doubt it would add to the consumption of Baltic timber.

278. Previous to the year 1808, which is the date of the expedition to Copenhagen, the supply of timber to this country was drawn from the north of Europe during the whole of the time from 1793 down to that period?—I have no data to go on for this; during that period our exportation from Riga was much larger than it has been since the peace.

279. Do you recollect what were the prices of Baltic timber from 1793 to that time?—No, I have no account with me of the prices; I only know that in 1811 I paid 8 *l.* for freight.

280. Subsequent to the period of 1808, which is that of the expedition to Copenhagen, there was a great scarcity of timber for a short period in this country, was there not?—There was.

281. And freights rose to an enormous price during the occupation of the ports to the east of the Baltic by the French?—In 1811 I paid 8 *l.* and 9 *l.* a load for freight. It was all by foreign ships, and it was only for the Admiralty that I imported masts and timber for the Navy.

282. Even at that period, by means of high prices, this country did derive a supply of timber from the north of Europe; did it not, in a great measure?—Yes.

283. The annual consumption of timber does not appear by the account to be increasing now; do you think the use of iron in buildings is at all affecting the consumption of timber in building?—I am not competent to give an opinion upon that. In former years there have been great works going on, docks and so on, which have now ceased.

284. If your plan were adopted, and the duty on Colonial timber were raised, and the duty on Baltic timber not diminished, you have said there would be an increased demand for Baltic timber?—A small increase, not a large increase.

285. Would not the effect of that be, that the consumer would have to pay a higher price for Baltic timber than he now pays?—I should think not.

286. The duty remaining the same and the demand increasing, what reason have you to suppose that the consumer would not have to pay a higher price for Baltic timber than he now pays?—Because the demand would be not so much increased as to increase the price in the Baltic.

287. You think that the consumer would not pay more, but he would not pay less?—No.

288. The effect would be, that he would pay more for the Canadian timber than he pays now?—Of course.

289. Then the effect would be, that he would pay more for Canadian timber than he now pays, and would pay as much for Baltic?—I should doubt his paying more for it. I should think he has to give a remunerating price to the Canadians for that timber.

290. Are you aware that there is a duty levied by Government on timber in Canada?—No; but the red pine, which is inferior to the second sort of Baltic timber, far inferior to the crown, is higher than crown timber free on board, that is 30 *s.* a load. I should think that 23 *s.*, 24 *s.* and 25 *s.* is a remunerating price for that.

291. Your plan would be a plan which would increase the revenue, but would not increase the price of either article to the consumer?—No.

292. Does the French government buy Baltic timber to any great extent since the war?—No, France consumes now principally deals.

293. There is then a competition in the Baltic market which during the war did not exist?—Yes, Holland imports considerably, and Belgium is beginning to import considerably too.

294. Is not a different description of deals imported for the French market?—I cannot say; the French government used to have deals from Riga of Polish wood, they used to buy the best; but I believe the government have not laid in any of late years themselves; Toulon is supplied from Odessa.

295. Do you know what proportion of importation from British North America consists of white pine, and what proportion of red pine?—No, there are no returns of that; as near as it can be calculated the importation of red pine to London was 16,940 loads, and yellow pine 7,118; but then the proportion of yellow to the west coast, to Ireland and to Liverpool, much exceeds the red pine. Formerly,

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when the duty was moderate, we exported from Riga a considerable quantity of white wood timber, but the present high duty and the low rate of that from our Colonies has put a total stop to that trade.

296. 18 *s.* 8 *d.* is the price free on board of the yellow pine, though 30 *s.* was the price of the red?—That is the net proceeds, 18 *s.* 8 *d.* and 1 *l.* 12 *s.* 6 *d.*

297. Do you think that, so far as the public are consumers of the yellow pine, an additional duty of 10 *s.* could be paid without raising the price?—No, yellow pine would not bear the additional duty.

298. There would be a rise of price, though not perhaps to the extent of the increase of duty?—Yes.

299. Do you think that any persons who ship that pine could afford it at less; could they ship and bring it at less?—I cannot say; it is a remunerating trade, I apprehend, at present.

300. It is the red pine of America which best admits of comparison with the red wood imported from Europe?—Yes.

301. It appears that the shipping price abroad of the red pine in Canada is 50 per cent. above the shipping price of the second rate white timber in the Baltic?—Nearly.

302. Do you speak of the prices in the London market?—Yes.

303. Taking the price of the red pine in the foreign market at 30 *s.*, and the price of red wood in the Riga market at 2 *s.* lower, is not the price of red pine in Canada about 50 per cent. above the price of red wood in the Baltic?—Yes.

304. Do you know that the pitch pine is preferred for many purposes in this country to Baltic timber?—I have scarcely seen the pitch pine.

305. It is almost unknown in the London market, is it not?—Two cargoes came in last year that went to Halifax, and came in at the Colonial duty.

306. They were exported from ports in the United States to Halifax, and from thence imported to this country at the Colonial duty?—Yes.

307. You have stated that it is generally two years before you can get the timber from the forest to Riga; that you have always one year's stock in hand for the supply?—Yes, in Memel; and sometimes it comes down to Riga in the same, but it never gets down till the month of September or October.

308. If a sudden demand were to arise in this country in the month of May, you could not have a supply in the month of June?—We could have the last year's supply, and short timber of 20 to 30 feet can always be brought down in the spring after it has been felled, but not the long timber.

309. Have you any estimate of the total value in Russia of all the timber imported from that country into England?—No.

310. Would it be difficult to make that, adding together the export from Archangel and Riga?—That could not be done; because in the Custom-house books there is only an entry of prices, the duty is so very trifling upon the export.

311. Is there not for the information of merchants an annual summary given of the exports from each of those leading ports, stating the number of cargoes and the number of loads?—Yes; the number of pieces of masts, bowsprits, timber and deals, but not the number of loads.

312. Would it not be easy to form a very near estimate of the amount of timber from those ports?—Not quite accurate. The timber is of different value; long timber, crown timber, ordinary sized crown timber; the second quality of timber is another value; the Dutch timber is another value. If you take the quantity imported here, and then deduct the amount of freight and charges, and so on, that will pretty nearly give it.

313. Supposing the duties on European timber were reduced one half, which of the exporting countries of the Baltic would be most affected in their export of timber by such a reduction?—I should think Prussia.

314. You are of course acquainted with the deal trade from Riga?—I am; I am very sorry I was ever acquainted with it.

315. What is the effect of the present mode of taking the duties on deals, with regard to deals from the Baltic; does it not give a considerable advantage to Russian deals over the Prussian or Norwegian?—Not over the Prussian, but over the Norwegian it gives advantage; but in my opinion that difference was very wisely made at the time. I conceive Norway, with that difference, is still able to compete, and compete advantageously, with the Baltic. Were we to adopt the scale of duties proposed in 1831, that every two feet should pay an additional duty, that would increase the importation from Norway materially, and in consequence

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quence enhance the price in Norway. You cannot reduce the price in Russia, for deals are at so low a rate it is impossible to reduce them more; but I think a small alteration might be made. At present deals of the length of six feet pay a low duty, and the present scale then goes on from that to 16, and 16 to 21 feet. I shall suggest that an intermediate scale of 6 to 10 feet should pay a duty of 9 *l.*; 10 to 16 feet the same as at present, 19 *l.*; and 16 to 21, 22 *l.* as at present. That alteration would allow of any small deals of eight, nine, or ten feet being shipped; whereas at present they cut them down to six feet, in order to ship them; they cannot ship them otherwise; but if the scale were made as proposed in 1831, it would be impossible for the officers of the Customs to ascertain the different lengths of the deals lying in the barges; and if the importer has to land them, he incurs an expense of at least 2 ½ per cent. upon the selling price.

316. Those observations have reference only to the port of London?—To every port.

317. Not to Hull, for instance, where all the importers have private bonding yards of their own?—At Hull, I believe, they land the whole of them; but the expenses at Hull are enormous.

318. You would suggest an alteration in the duty on deals, so as to come nearer the cubical contents of the deal than the duty does at present, but you would not come so near it as the scale proposed in 1831?—No; so far only as to have six to 10. I should say that all the lengths should be taken, 10 feet three inches, and 16 feet three inches, and 21 feet three inches, giving them two or three inches. At present you must have deals 20 $\frac{11}{12}$, in order not to have them above 21.

319. There should be a certain margin allowed, so as to enable you to give the purchaser good measure?—Yes.

320 to 340. How do the present scale of duties give an advantage to the importer in importing deals rather than timber from Russia?—The duty on deals, according to their cubic contents, is less than on timber.

James Dickson, of Gottenburg, Merchant, and *Peter Dickson*, Esqrs., were called in; and Examined.

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341. WILL you state the name of the firm in which you are engaged?—(Mr. *P. Dickson.*) "Peter Dickson & Company, London."

342. What is the particular trade which you carry on?—We do a good deal of business with Sweden in the timber line.

343. Is your trade in timber chiefly confined to Sweden?—Almost entirely.

344. Principally in deals?—Entirely in deals, scarcely at all with the timber in the log of late years.

345. Can you state to the Committee what is the present state of that trade as compared with former years, has it been increasing or decreasing?—In the article of timber it has entirely ceased of late years; in that of deals it has rather been decreasing on the whole trade of the country within the last 15 years.

346. To what do you attribute that circumstance?—Chiefly to the high duties.

347. Do you mean absolutely high, or high as compared with other duties?—High as compared with importations from America.

348. You say that the trade in timber has almost entirely ceased, while that in deals has only been diminished; what are the circumstances which have led to the almost entire cessation of the one, whilst the other has been only partially affected?—The great similarity of the Swedish timber to that of the red pine of America, which can be imported greatly cheaper.

349. By being imported greatly cheaper, do you mean with the protecting duty?—Yes, with the protecting duties. I mean that in selling Swedish timber, which does not bring quite the same price as American red pine, Swedish timber leaves little or no proceeds, while the American leaves a fair proceed.

350. Can you state to the Committee what is the price of Swedish timber at Gottenburg free on board?—The price of Swedish timber at Gottenburg free on board is 25 *s.* per load of 50 cubic feet.

351. What would be the cost of your timber laid down in London in bond?—It is about 2 *s.* 6 *d.* per load inferior to the red pine, which now sells at 4 *l.* 12 *s.* 6 *d.* per load. Swedish timber from Gottenburg may be quoted 4 *l.* 10 *s.* per load; deducting freight 14 *s.*, duty 2 *l.* 15 *s.*, dock charges and interest 5 *s.*, commission and brokerage 4 *s.* 6 *d.*; making together 3 *l.* 18 *s.* 6 *d.*, which would leave 11 *s.* 6 *d.* per load. From the Gulf of Bothnia the price is the same, 4 *l.* 10 *s.*;

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freight 1 *l.*, duty 2 *l.* 15 *s.*, dock charges, interest, commission and brokerage, 9 *s.* 6 *d.*, leaving the proceeds 5 *s.* 6 *d.* per load.

352. So that it leaves from 11 *s.* 6 *d.* to 5 *s.* 6 *d.* instead of 25 *s.*, which you say would be the shipping price at Gottenburg?—Yes, and 16 *s.* 8 *d.* in the Gulf of Bothnia.

353. There is hardly any shipped by order for a foreign port?—None for England. It is sent principally for France and Belgium.

354. Is it the same squared as American red pine timber?—Yes.

355. It is rather less taper than the red pine from America, is it not?—Yes, rather less so; and the superiority of the red pine consists in its lengths being greater.

356. What are the principal lengths?—I should say from 18 to 30 feet; it would average about 25 or 26 feet in length.

357. What is the average length of Riga or Memel timber?—I am not acquainted with that; I know so much of Memel timber as to say it is longer.

358. Is it equal in point of quality with the red pine?—I think Swedish timber is almost of the same quality, only it is more shaky, that is, more apt to split.

359. Superior in some respects and inferior in others?—Yes; but upon the whole it brings about 2 *s.* 6 *d.* less than the red pine.

360. Do you think it is more durable?—I cannot say that.

361. How have the duties on deals borne upon the Swedish trade?—During the war the importation was much larger than it is now, and occasionally it has risen and fallen; but upon the whole the exportation to England since the peace has been on the decline.

362. How does the present mode of taking the duties affect Swedish deals where there are average lengths?—The average lengths of deals coming to London from Gottenburg, termed English deals, are about 19 feet.

363. You bring very few 12 feet deals?—No 12 feet; we bring a considerable quantity of 14 feet deals from the north of Sweden.

364. That was almost the established length of deals from Sweden at that time, was it not?—It was the general Swedish length.

365. But the present tariff on deals has induced you to extend the length?—It has.

366. Is there any Swedish law which prevents your extending the lengths still further?—No, none whatever; we have extended them to the full extent of the English tariff.

367. Does the present tariff on deals rather render the shipping price to the English consumer greater than it otherwise would be, inasmuch as you are obliged to reject many trees that would give you deals of sufficient length, to meet the difficulties of the English tariff?—I would not say so; we do not consider that the present tariff, now that we have surmounted the difficulties we had at first to encounter, is any disadvantage to us; on the contrary, we should not be inclined to change.

368. It gives you an advantage rather over the Norwegian market, does it not?—It does.

369. For that reason perhaps you would not be inclined to change it?—Partly, and partly because we have got accustomed to the trade and cannot change without going to some expense and trouble; and therefore, as we do not find it is attended with inconvenience, we had rather it continued as it is.

370. Provided you were enabled to proportion the duty to the amount of deals at any length, and were not obliged therefore to select your trees of a given length, would you not be able to afford the commodity cheaper to the English consumer?—Very little if anything cheaper.

371. The Swedish importer has a considerable advantage over the exporter from Norway, has he not, inasmuch as he can provide deals of a greater average length and breadth?—Decidedly; that has only reference to Christiana.

372. Taking the average exports from Norway, is it not so?—No, I should think not. I am not sufficiently acquainted with Norway to say so distinctly; but my opinion is, that a considerable proportion of Norway deals come of long lengths, even from Christiana. Some are imported of 18 and 21 feet long.

373. If you took the average dimensions of Swedish deals as now imported, and the average dimensions of Norway, would not the average dimensions of the deals imported from Sweden be greater than the average dimensions of deals imported from Norway?—Decidedly.

374. Therefore

374. Therefore the Swedish importer has an advantage over and above the Norway importer?—From Gottenburg, decidedly, but not from Gefle and the ports in the Gulf of Bothnia, from whence they ship the short deals; they have no advantage over them; on the contrary, the average from Christiana is higher than from Gefle.

375. Have you turned your attention to the effect which would ensue from a change in the duty upon deals and timber, that is to say, a diminution of the protection at present enjoyed by the Colonies?—I have. I think, that in proportion as the discriminating duty was lessened, in that proportion would the supply from Sweden increase, because we would naturally expect that the quantity which was excluded from America would then come from different places in Europe.

376. Would not that have the effect of raising the price in Sweden?—Yes, it would; if it did not raise the price it would not increase the supply.

377. Are you of opinion that the price is now as low in Sweden as it is possible to afford timber at?—Timber is already excluded, and deals, if they were to decline in price materially, would follow in the same track; in fact there is one description of deals now very fast going out of use here, that is the white wood deals; those deals are in a great measure superseded by the white spruce deals supplied from the lower ports in America.

378. For what purpose were these white wood Swedish deals used formerly?—General purposes, principally for joiners' work.

379. Have they not been superseded in a great measure because the Canadian deals were found for those special purposes the most fitting and better adapted?—They are not so well adapted; the quality is inferior, but there is an enormous difference in the price.

380. What sort of American deal do you mean which has superseded the white wood of Sweden and Norway?—Not entirely superseded, but in a great measure. It is the white spruce deal shipped chiefly at the lower ports in America.

381. Is it not also the yellow pine deal which is used for interior fittings?—I do not think that operates so much upon the white wood deals of Sweden as upon the red.

382. Are you aware that for purposes of joining in the interior of houses, there has been a great increase of the use of the yellow pine of America?—Yes, I am.

383. To what extent do you think the supply of Swedish timber could be increased?—Not very materially.

384. Have not, since the year 1814, the markets in the interior of Sweden for deals been very much opened compared to what they were formerly; for instance, have not large mills been erected on the river that flows into Lake Wener?—There have been a few mills erected, I should think, since that year.

385. Since 1810 or 1811?—(Mr. *James Dickson*, of Gottenburg.) There have been some since that time.

386. Has not the manufacture of deals exported from Gottenburg been very much improved since 1810?—I think it has.

387. Have not the exports very much increased, compared with the exports from that port in the year 1810?—No; the export is now much less than it was from 1809 to 1815.

388. Can you say what the average export during the last 15 years was, compared with the preceding 15 years?—I think the exportation of deals fell off very much from 1815 to 1825; since 1825 till now I think it is much about the same extent, excepting the year 1826.

389. You are now speaking of the exports to this country?—Yes.

390. What has been the state of export from Sweden to other countries since the termination of the war; has it been progressively increasing, or stationary?—Since the year 1830 there has been a large exportation of deals to France.

391. Has the increased demand from France raised the price in Gottenburg?—No, I do not think the price has risen considerably; it has risen a little during the last three or four years, of those particular deals exported to France.

392. What are the principal means of consignment from the forests where the timber is reared, into the place of export?—Blocks for sawing are principally procured near the river Clara, down which river they are floated to the lake Wener The deals are brought in ships from the ports in the lake Wener to the port of Gottenburg, and blocks for sawing are brought also in ships from the same ports

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to the entrance of the river Gotha, down which river they are floated to the saw-mills.

393. Are the forests on the margin of this lake, and on the banks of this river, diminishing; receding from the water rapidly?—They are entirely exhausted near the lake Wener.

394. From whence is the supply of wood now derived?—It is brought principally down the river called Clara, which falls into the northern part of this lake Wener.

395. Is the supply there very large, as compared with the present extent of demand?—The supply is not so great as the demand.

396. Will the timber remaining to be felled, the demand remaining as it now is, soon be exhausted?—My opinion is that the timber trade of Sweden must decrease unless the price rises there.

397. The cost of bringing it to the waterside will necessarily increase?—Yes, just now. For 100 miles up this river the timber is cut down near the river, so that the trade there has ceased almost altogether.

398. What is the distance from the margin of the wood cut down, to the water?—From five to six English miles.

399. Everything within five or six English miles is felled?—Everything fit for manufacturing into deals.

400. The demand from England is increasing?—Yes, it has rather increased from 1830.

401. What is the present export price of deals from Gottenburg?—The price of three inches by nine, 19 feet, is 15 *l.* for the best English deals.

402. What was it in 1830, before the French demand increased?—The price has been much the same since then.

403. Then the French demand has not increased the price?—It is a different kind of wood which goes there.

404. Has the British demand fallen off within the same period?—No, I do not think it has.

405. It has been stationary?—It has rather increased.

406. Does not this account for the great import into this country from Sweden during the years 1808, 1809 and 1810, that that is the precise period when the Norwegian market was closed in this country, in consequence of the war between this country and Norway?—No, I do not think it is on that account. The reason why the exportation increased from 1809, when I first went to Sweden, to perhaps about 1814 or 1815, was the higher prices in England.

407. Are you aware that the Swedish ports were open to this country, while in a great measure the Norwegian ports were closed, and that consequently Sweden had the benefit of almost a monopoly of the market?—I am not aware of the Norwegian ports being closed; I think they were not closed.

408. The expression was, almost closed?—They could always export deals from Norway by licence.

409. Are you aware, that in the year 1808 the import from Norway was only 784 great hundreds, while the import from Sweden in the same year was 13,181; does not that show that the Norwegian ports were virtually closed?—I am not aware of anything that took place in Norway in 1808. I did not go to Sweden till 1809.

410. Are you aware that in 1809 the importation rose from 700 great hundreds the preceding year, to 12,000?—I should rather be examined on the Swedish trade. After coming to Sweden in 1809, I am not aware that the exportation from Norway was prohibited, because it could be carried on by licence.

411. Has there been much capital invested in saw-mills in Sweden within the last few years?—There has not been much capital so invested within the last few years. It would be considered a trifle in other countries.

412. You stated just now that there has been no increase in price in the deals which were exported to England, though formerly, you have said, there was an increase in price in those exported to France. Will you explain to the Committee whether there is a difference in quality of the deals exported to France and those exported to England, which could account for their price being regulated by different circumstances?—The export of deals from Gottenburg to France consists of a second quality of three-inch deals, of which the best are sent to England; and likewise of deals under three inches in thickness, which are excluded altogether from coming to England by the present scale of duties; those deals are two inches

and

and a half, two inches, one inch and a half, one inch and a quarter, and one inch deals; all these kinds go to France, not only the second quality but the first quality; and I look upon a great part of those deals under three inches in thickness to consist of the very best part of the tree, being cut nearest to the sap. Those are at present entirely excluded from England by the present duties.

413. Does not the present tariff, which subjects all deals to the same duty, whether two or three inches thick, compel you to cut your tree in a particular mode for the English market, to cut a great many deals of three inches thick, with the centre of the tree in the middle?—If the block is of a small size, where we cannot get two three-inch deals, we must take the centre.

414. Are you not aware that deals are not of so much value if they contain the centre of the tree in the deal?—I am perfectly aware of that.

415. If you were allowed to import into this market deals at a proportionate duty, whether two or three inches thick, would you not studiously avoid leaving the centre of the tree in the deal?—We do that at present where we can.

416. The reason and object is, that the deal is liable to split if it contains the centre?—Yes.

417. The French get the deals below three inches without the centre in the deal, but cut near the heart?—Not always so; when we can we take out the centre, but there are not many sizes of blocks which admit of the centre being taken out.

418. The French get the deals of lower dimensions at a less price comparatively than we obtain the three-inch deals with the centre in them?—All the three-inch deals have not centres.

419. But many of them have?—Part of them have; but the French get deals below three inches thick at a much lower rate than we ship the three-inch deals to England.

420. And of better quality, from the absence of centres in all of them?—Part of them.

421. Are not the thin deals, which for the French market you are enabled to cut at a distance from the centre, rather more free from knots than they would be if cut nearer to the centre?—I look upon the deals cut next to the sap to be the best.

422. Provided they do not contain the sap, the remoter they go from the centre the better they are?—Yes, between the centre and the sap.

423. Are the outside deals clearer of sap than the centre deals?—No, they are not so clear of sap.

424. Are you not enabled, if you can prepare them of any thickness you please for the market, to cut thin deals near the sap, but free from sap; whereas if you were obliged to prepare them of three inches thickness, and to cut them at a distance from the centre, you must leave a certain portion of sap in them?—Yes; if the English scale did not oblige us to cut the deals as many as we can to three inches, we should take care in cutting a block of wood to cut as much as possible free from the sap.

425. Do you not think, if you were allowed to cut them of what thickness you pleased, the English consumer would have upon the whole a better article?—I would not say that exactly, for we send the best deals now to England; the three-inch deals that are sappy and bad go to France now.

426. You have stated that many of these thin deals sent to the French market are amongst the very best of wood?—I say so.

427. If the tariff in England is such that they can be imported into England at a duty proportionate to the thickness, would not some of the wood now sent to France come to England?—No doubt.

428. Do you not think that the quality of the wood to the English consumer would be rather improved?—I am not prepared to say that.

429. If the best of the wood is now sent to France, in consequence of the tariff in France being such that it cannot be imported at a proportionate duty, and if some of the best of that wood were imported into England, must it not follow that the average quality of the wood imported here would be better than it is?—No, but we could send a larger proportion of fine wood to England than we can now.

430. In consequence of the arrangement, we receive the best description of the three-inch deals, and convert them into thinner descriptions here?—I suppose they are partly cut up into thinner dimensions here.

431. We import the same proportion of tree in the state of three-inch deals, and cut it here to the dimensions we require, instead of importing it, as by the alteration proposed

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proposed would be the case, in the cut state from Sweden?—The honourable Member knows the purpose to which they are applied in the trade of England.

432. Must not considerable waste of labour and consequent rise in price be the consequence of this?—I should think that this question any gentleman can answer as well as I can.

433. Suppose a two-inch Swedish deal is wanted, and none but a three-inch can be imported, in the conversion of that three-inch into a two-inch deal here must there not be more labour, and consequently an increase of price, arising from the re-manufacture here, as compared with its being cut in Sweden?—There is no doubt the price would be increased as much as the expense of sawing the deal; there would be no other waste than the saw occasions, provided the deal was sound.

434. There would be no other waste than the sawdust?—I am not aware of any other than the thickness of the saw.

435. In point of number, do more sappy deals go to France than come to this country?—The three-inch deals which are very sappy are not shipped here, but to the Continent, particularly France.

436. Are not sappy deals of lower value than without sap?—Naturally.

437. Do you believe, if there were a duty proportionate to the thickness of the deals imposed in this country, you would be able with advantage to export to this market many deals under three inches thick?—I do; that is to say, if the duty were in proportion to the cubic contents.

438. You have resided in Sweden?—I have resided there 26 years.

439. There is an increasing trade with the Brazils, is there not?—Not increasing; it has continued much about the same for the last seven or eight years, I think.

440. With Belgium?—With Belgium it is stationary; there is exportation, but that has been stationary for the last five or six years.

441. With Spain and Portugal?—With Spain the trade has fallen off a good deal, and with Portugal also since the troubles.

442. Has the Belgian trade fallen off since the troubles there?—No, it has not fallen off, it has continued much about the same.

443. With Italy?—With Italy we have very little trade; a few exportations of deals to Leghorn and Genoa, but inconsiderable.

444. How do the French levy their import duty?—The import duty in France on timber is very low.

445. What is it?—I am not prepared to say how much it is, but it is low; on a cargo of perhaps about 200 tons, I should not think that the import duties would be more than 10*l.* or 15*l.*

446. Is that levied in proportion to the dimensions of the deal?—I think it is according to so many feet in length, but I am not certain.

447. It is so trifling as not to interfere with the manner of manufacturing the article in Norway?—The duty with France is so trifling, we do not take it into consideration in exporting deals of any size there.

448. Do you export timber or deals to France?—We export deals principally from Gottenburg.

449. Do you think timber could be exported beneficially to be sawn up in this country, if there were no corresponding advantage in the scale of duties here?—I do not think that sawing can be applied with advantage to square logs here.

450. Will you state why?—I can state the fact of having tried it, and the deals were very inferior; they were split; because this timber, when the outer edge is hewn off and converted into a square, and when it lies in the water and is exposed to the weather for some time, rends, and the deals are very inferior and shaky.

451. A log on being hewn, though outwardly good, might be unsound at the heart, and when you came to convert it into deals would not they be shaky also?—If square timber lies in the water two or three years it rends at the heart, but I should not say it would perhaps for the first year; but the exterior part rends soon by exposure to the weather.

452. Does not a certain proportion of the timber converted into deals turn out in opening defective in quality?—Yes.

453. Would not the effect of importing it in the timber for the purpose of being cut into deals in this country be, that it would increase all the expenses of freight, duty and charges upon timber, which, when cut in this country, would not make good deals?—It frequently happens that a piece of timber that looks perfectly solid

on the outside is found deficient at the heart. I have seen frequently at our saw-mills in Sweden blocks which looked perfectly fresh outside, prove rotten or split at the heart when sawn.

454. Therefore, by laying open in Sweden that which is defective, you export only the timber which is fit for application?—Besides the deals exported to England and to France, there is a third kind too bad to be exported; these deals are cut up into firewood, which is exported in considerable quantity to the London market; this firewood is cut from the bad deals which arise from the inferior timber spoken of just now.

455. If you were obliged to import any like that, you would import a certain quantity of lumber?—Certainly; you cannot see from the exterior of a piece of timber its interior faults.

456. Do you know the price of Swedish deals in France?—Yes, I know the price; the price of three-inch by nine, red wood, is 25 to 26 centimes the running foot.

457. That includes the duty?—Yes.

458. What is the price of the same article in London at this moment?—It is 4 $\frac{3}{8}$ *d.*; but the French measure is a twelfth part larger than English; that would make the price in France from 23 to 24 centimes for the running foot, English measure, which in England costs 4 *d.* and two-thirds of a penny.

459. The same quality of deals?—No, those deals are inferior which are sent to France.

460. Does not that make out that the price in France is just half what it is in this country?—Nearly so; but there is a difference in the quality.

461. Will not the result be, that the price in France of the Norway standard of 120 pieces, 12 feet long and three inches thick, will be in France about 14 *l.*, whereas the price of the same standard in London will be 28 *l.*?—At 26 centimes per running foot, French measure, and the exchange of 26 francs to the 1 *l.*, the price in France is 13 *l.* 4 *s.*

462. In comparing this, do you presume that the deals are of the same quality?—The deals are inferior that go to France; they cost in Gottenburg less.

463. Will you state the relative price in France and in London at the present moment, on the assumption that the quality is the same?—I am not prepared to answer that question; but I can state the difference of the price of deals which go to France and to this country. Fine deals, such as come to England, never go to France; the inferior deals, such as go to France, seldom come to England; but I can state the relative prices in Gottenburg.

464. Those prices having relation to the different qualities?—Yes.

465. If you compare the inch-and-half deals in England sawn out of three-inch deals, with the imported deals an inch and a half thick, as imported into France from Sweden, would not the difference be greater than in the proportion of the two in price?—The one-and-a-half inch deals of the same quality as the three-inch deals shipped to England, cost at Gottenburg less than half the price of those sent to England.

466. To what is that owing?—To the want of competition from England.

467. Do not the Russian and Prussian enjoy considerable advantages over the Swedish, inasmuch as for the same duty they import deals of larger dimensions?—I am not prepared to say that.

468. A Dantzic plank, 12 inches wide, may be imported for the same duty as the Swedish deal of nine inches?—We export a considerable quantity of 11-inch deals to England.

469. What proportion does that bear to the whole?—I should think about one half.

470. You mean to say that one half of the deals imported from Gottenburg to England are 11 inches wide?—No, I allude to those manufactured by my house.

471. Are not the dimensions of the deals imported from Gottenburg considerably less on the average than deals imported from Prussia?—In the average exportations from Sweden there is a much larger proportion of nine-inch than of 11.

472. Do you think that Prussian or Russian deals should be subject to a somewhat higher duty, in proportion to the dimensions?—That is a question I cannot answer.

473. Do you not by that arrangement of duties labour under a similar disadvantage, in reference to the Prussian duties, that the Norwegians labour under in reference to their own?—In Prussia and Russia they make almost all the deals of 11-inch; but if I except Gottenburg, the quantity of 11-inch deals exported from

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Sweden is trifling. I do not think there are any deals of 11 inches exported from Norway at all; but my house exports a considerable quantity of 11 inches, so that we are placed about half-way between Prussia and Norway; but the average breadth of all Sweden is not near so large; there is a small proportion above nine inches there.

474. Do you not think that is the most politic arrangement of the duty on deals which will secure to this country the importation into this market of the description which suits the growth of each country, rather than by an arrangement strictly correct in itself, running the hazard of excluding from importation the deals of any one particular country?—I suppose the object of the question is, whether I think there should be a scale of duties in proportion to the breadth of deals; that is a difficult question, and leads to many considerations: for instance, we export a large quantity of deals from Sweden which are only 14 feet long and nine inches broad, and those deals find sale; they are, I suppose, required for some particular purposes that deals of 11 inches cannot be applied to; the purchasers of those deals pay a much larger price for them than they do for 11-inch deals. We see that the high duty falling on those 14 feet deals by nine, does not exclude them; we exported last year to the London market a considerable quantity of that kind; so that we find that though the duty by cubical content falls higher, they still come to this market.

475. You charge a much higher price here?—Yes.

476. Numbers still take them?—Yes.

477. If there is a consumption for them now in consequence of the manner in which the duties are adjusted, at a certain price, if the duty were adjusted according to the cubic content, do you not think that consumption would be much increased?—I am not sure of that. I think those fine deals are applied for some superior class of buildings or finer work.

478. Do you speak of Gottenburg deals now?—No, those are from the north of Sweden; are principally nine inches wide, and they bring a remunerating price in the London market.

479. Do you know to what purpose they are applied?—(Mr. *Peter Dickson.*) I understand them to be applied to the finest purposes; that they are used in the construction and finishing buildings of a superior class.

480. These nine-inch deals approach as nearly in quality as possible to the finest Norway deals?—Yes, I speak of Gefle and similar deals.

481. Are they used for flooring?—No, I think not.

482. Is it not in consequence of their being cut so narrow as nine inches, and the complete exclusion of sap rendering them so valuable?—(Mr. *James Dickson.*) Yes, we must be very particular as to the quality of this kind.

483. It is a firmer and better kind of wood also?—It certainly must be better than those 11-inch deals, or I do not see why they should not take the 11 inches for the same purpose.

484. Do they come from a smaller tree?—No, I should not say that they do.

485. How are they less wide?—Because they are cut for the size that suits the London market; they prefer them here to be 14 feet long and nine inches broad.

486. Do they cut away more waste in cutting those deals?—They might perhaps make them broader.

487. Do you import any deals from Gottenburg of the dimensions of 14 feet long and nine inches wide?—No.

488. What is the reason none are imported from Gottenburg?—Gottenburg deals are not of the same quality.

489. Would it not be a loss to yourselves if you imported them, in consequence of your paying the same duty as 16 feet; and is not that the reason you do not import them?—The reason we do not import them is, that the quality of Gottenburg deals is not so good as from the north of Sweden.

490. Do you say you could import a cargo of nine-inch wide and 14 feet long from Gottenburg without being considerable losers, in consequence of their being subject to the same duty as 16 feet long?—We apprehend we should not have the same profit, and therefore we do not manufacture them.

491. Do you not apprehend that, if you could import deals from Gottenburg 14 feet long, paying a proportionate duty, you would import a considerable number of that length?—If the scale of duty was altered, then we should conform to it, if it was more favourable for 14 feet than 16.

492. If it would be right to diminish the duty on a deal of 14 feet long so much below the duty payable on a 16-feet deal, at a different proportion, would it not be equally right to reduce the duty on the 12-feet Norwegian deal in the same proportion?—I should rather apprehend that the 12-feet Norwegian deal is not now imported into this market. I am informed that the Norway deals brought here are now principally 16 feet; and I am of opinion the Norway rivers might be made capable of floating down timber of that length.

493. Is it your opinion that no considerable quantity of deals are imported from Norway of that length?—I am told the proportion of 16-feet deals is now considerable.

494. You have sawing mills in Sweden?—Yes.

495. Do you buy any besides those you manufacture yourselves?—Yes, we buy besides.

496. Have you taken tracts of forest, or do you buy trees of the proprietors for the purpose of manufacturing them at your mills?—The principal part of the timber we saw we buy.

497. Where are your purchases made; of the timber in the forest, or is it brought in the state of log to you?—We purchase the timber of the proprietor of the forest; he delivers it at the river side, in the immediate vicinity of the forest; we afterwards float it down at our own expense to our saw-mills.

498. You buy the trees felled for delivery?—We buy them not only felled but drawn out of the forests, and delivered to us on the banks of the rivers.

499. Do the proprietors of the forests take any pains with their forests, after they have extracted the timber; is anything done in the way of planting fresh timber, or is the forest entirely neglected as soon as the timber is cut?—They never plant fir timber in Sweden; the trees spring up again spontaneously.

500. What is the number of years' growth of fir timber of that description before it is cut?—The growth of timber is very slow in Sweden, particularly in the northern parts of it. It is said that the age of a fir tree can be ascertained by counting the number of rings in it. I have been told, that in a tree in the north of Sweden, of 18 to 20 inches in diameter, (which produces a piece of timber of 12 or 13 inches square), one can count about 300 rings; and in a tree of about 12 inches diameter, which is used for cutting into deals, one can count about 100.

501. So that a forest which has been felled could not come into production again for an immense number of years?—I do not think it would come to be of a sufficient size to produce blocks 12 inches diameter at the top, in less than about 100 years.

502. Are the forests cleared completely, or are trees left to grow up?—They leave those below the proper size for sawing.

503. So that the ground is not left without trees, but with a number of tellers, which will produce trees fit for cutting in a short period?—Yes, the trees left will come on successively.

504. You state that you are proprietors of saw-mills; is there any privilege in Sweden for saw-mills?—There is a privilege for each saw-mill. One is not allowed to saw more than a certain quantity of timber at a saw-mill there, neither is one allowed to erect a saw-mill wherever one thinks proper. The saw-mills now in existence in particular parts of the country are sufficient to saw all the timber which can be got there; therefore if any one wanted in such tracts of Sweden to erect a new saw-mill, there would be a great opposition, and it would be doubtful whether one could succeed in it.

505. To whom do you apply for power to erect saw-mills?—To one of the superior courts in Stockholm.

506. Do you mean you would not be able to increase your trade because they would not give more than a certain number of licenses to one individual?—There is no objection to give any number of licenses to one individual, but new ones are not granted to anybody in those parts of the country where they consider there are sufficient already.

507. In the ordinance giving you a license, are you restricted as to the quantity you saw in any one year?—Yes.

508. You are not allowed to build a saw-mill on an improved principle of your own?—Yes, we are allowed to rebuild on an improved plan or to alter.

509. Do you think the object of restricting the quantity of deals you are allowed to cut arises from any apprehension on the part of the government of the supply of

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timber being exhausted?—I do not think it is so much an apprehension of that kind as an apprehension of interfering with the saw-mills already privileged.

510. Do you pay for the privilege in proportion to the quantity you are allowed to cut in the year?—There is a certain tax on the saw-mill, according to the quantity for which it is privileged, paid annually.

511. Who are the chief proprietors of those forests; the Swedish landowners?—The Swedish landowners, a large proportion of whom in Sweden are of the class of peasants.

512. Do they possess small plots?—Villages consisting of several persons possess tracts of forest country; and in buying timber one contracts with those people conjointly or individually, according to circumstances.

513. Have they any royal forests?—There are great tracts of land belonging to the crown.

514. From whence is the Swedish navy supplied?—There is oak in the south of Sweden, but I believe some of large dimensions is imported from Prussia.

515. For top-masts where does the Swedish navy derive its supply?—There is a sufficient quantity of large trees for masts for all the shipping in Sweden, both the navy and merchant ships.

516. Do they allow top-masts to be exported?—Yes, every kind of wood can be exported.

517. Is there any exportation of that description?—Small spars are exported from Sweden, some large ones have likewise been exported; but that trade does not appear to be well understood there, and has not succeeded. Hand-masts can be exported also.

518. You have stated that you purchase the timber brought down to the banks of the river; in what state is it there delivered to you, is it squared in the forests?—That which is to be sawed is purchased in the round state; I would not buy squared timber for that purpose.

519. Why?—Because they would be split and injured in being floated down the rivers, and consequently unfit for cutting into deals.

520. The sum of money the peasants receive for timber is very small, is it not?—Very small.

521. It affords a very small price for the land?—They receive very little more than day's wages for it.

522. You mention that the forests on the banks of the river are completely cleared for miles?—Near the Lake Wener they are almost completely cleared for miles of any timber of large size; the young trees are left standing.

523. What alteration are you prepared to recommend in the duties on American or European timber?—I do not think it would become me to recommend at all; for I should be recommending for my own interest, and I might err very much.

524. What proportion of timber that comes here from Sweden is brought in British vessels?—A very small proportion, and still less in Swedish vessels; the principal part comes in Norwegian ships.

525. To what circumstance do you attribute that?—That we get them cheaper than British vessels.

526. What is the difference in freight between the two?—We pay now for Norwegian ships 38*s.*, the St. Petersburgh standard, and five per cent. primage, making 40*s.* together; the British ships I do not think we could get for less than 42*s.* or 44*s.* in full. The St. Petersburgh standard is 120 pieces, 12 feet long 11 inches broad and 1½ inch thick.

527. There can be no British tonnage engaged then, from the difference of the Norwegian tonnage?—We employ British ships by preference when we can get them at the same rate of freight; but there is a difference at present, therefore we take the Norwegian ships.

528. Is there any difference in the port charges between the Swedish and Norwegian vessels?—No; British vessels are on the same footing in Sweden as the Swedish.

529. Supposing the duty on European timber were reduced one half, in favour of what countries which export timber would it operate most advantageously?—It would operate for the benefit of Sweden, for it would probably raise the price there, and thereby increase the trade; but the quantity exported from Sweden could not be large; I do not think that Sweden could export 20,000 loads of square timber for many years.

530. You

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530. You stated that the peasants obtain very little for their wood; if an increased demand were to come, would they not of course enhance their prices?—If an increased demand came without the prices being raised, they would not cut down more than they do now; generally speaking, the saw-mills in Sweden do not get an adequate supply of blocks for sawing, therefore there would be no want of sale for more than the peasants now cut down, but the prices are so low they have not sufficient inducement; but if the price advanced it would enable them to transport the timber a greater distance than they now can do at the present rate of price, which is too low, on account of the forests having retreated a certain distance from the river, and to bring timber further they must have a higher price.

531. The increased exportation from Sweden would cause an increase of price?—I should rather say that increase of price would increase the exportation from thence.

532. If the duty were decreased one half, do you think the rise of price would approach at all to that diminution of duty?—I do not think the Swedes would get the whole of it, but they would certainly get part.

533. What proportion do you think?—I really cannot answer that question.

534. Do you think it would rise 50 per cent. in Sweden if the duty in England were reduced one half?—A very small rise in the price of deals here would make a rise of 50 per cent. to the peasant, for he scarcely gets anything more for his timber now than the price of the labour.

535. Do you think the export price of deals would rise 50 per cent.?—I think not.

536. Would it rise altogether?—This depends on the price in this country, which would also regulate the supply to a certain extent and no more, for I should consider that an exportation of 20,000 loads of timber is as much as can be expected from Sweden, one year with another; and I think the quantity of deals now sent here could not be increased by more than one half of the present quantity.

537. Do you mean to Britain, or the whole export?—The whole; for if the price was sufficient for the encouragement of a larger exportation to Great Britain, then the people on the Continent must raise their price too. I do not mean to say that the whole of the 20,000 loads of square timber would come to England.

538. You mean that the gross exports of Sweden to all parts of the world, one year with another, would not exceed 20,000 loads?—Just so; of square timber.

539. If the duty on timber were reduced one half, do you think that the increase of price would go so far that the consumer in England would lose the whole of it?—I should think not.

540. Would he lose one half?—I think it would certainly rise in the foreign market, but to what extent I really cannot say.

541. As the forests have been cut down, has the price of timber increased?—No, the price of timber has increased very little for the last ten years in Sweden; for this reason, that the present prices enable the peasants only to cut down in the immediate vicinity of the rivers, and they proceed higher up the rivers. They are now cutting timber on the river Clara up into Norway, more than 200 miles above the lake Wener.

542. What has been the price of deals during the last 10 years in Sweden, as compared with the price during the previous 10 years?—The prices have been lower the last 10 years than the 10 years preceding.

Veneris, 19° *die Junii*, 1835.

THE RIGHT HON. CHARLES POULETT THOMSON,

IN THE CHAIR.

Richard Norman, Esq., called in; and Examined.

Richard Norman, Esq.

19 June 1835.

543. IN what house are you engaged?—Sewell, Norman & Sewell.

544. Have you been long acquainted with the timber trade?—I have been actively engaged in the timber trade about 14 years.

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545. The house to which you belong having been engaged in the trade a very long period of time?—The house has existed in the timber trade, I believe, about 60 years.

546. Have the goodness to state in what branch of the timber trade you are principally engaged, and with what country?—I am chiefly engaged in the timber trade of Norway.

547. What is the nature of that business; commission business?—Wholly commission business.

548. Commission to receive the cargoes from the owners in Norway, and sell them on their account, remitting to them the proceeds?—Yes; accounting to them for the proceeds.

549. Have the goodness to state to the Committee what have been the effects produced on the trade with Norway by the mode in which the timber duties are levied?—The effects have been to diminish the trade so materially, that it now occupies one house only to a large extent; whereas when first I entered business five houses were engaged in it, each to almost an equal extent as my house is now.

550. Yours is the only large commission house at present?—It is the only one largely engaged in the trade with Norway.

551. Will you trace to the Committee how that result has been brought about?—Wholly, I conceive, by the way in which the duties are levied.

552. Do you mean by the amount as well as by the mode in which the duties are levied?—No, I conceive not by the amount, but by the mode.

553. Do not you conceive that the relative amount, as compared with the duty on American goods, has also affected it?—Certainly. If all goods paid an equal amount, however high, the effect would not have been produced; it is not the absolute but the relative amount of duty by which Norway has been affected.

554. Do you mean that the Norway trade has been affected solely by the mode in which the duties on deals are levied, or by the great difference of duty between Colonial and European timber also?—I mean that Norway has suffered, because in consequence of the mode in which the duties are levied, they press much more heavily on goods the produce of Norway than they do on goods the produce of any other country.

555. Do you conceive that the equalization of the duties would materially increase the supply?—I have not the least doubt of it.

556. Have the goodness to explain how?—Because by placing the produce of Norway upon the same footing relatively, in the first place, with that of other European countries, and secondly, also with that of our Canadian possessions, sources of supply would be opened which have long been closed.

557. Will you state in what way the present mode of levying the duties particularly affects the Norway trade?—In consequence of the scale of duty at present in force, a scale jumping from six to 16 feet, and from 16 to 21 feet, it becomes indispensable that the exporter should cut his deals as nearly 16 feet and 21 feet as possible. Some countries, from natural causes as well as local circumstances, the depth and size of the rivers, for example, &c. are capable of producing timber of much larger dimensions than others. Archangel, for instance, can produce deals of an average length of 21 feet three inches thick and 11 inches wide. The exports from Norway, on the other hand, have never yet exceeded 14½ feet in length, three inches thick and nine inches wide on the average. I have here a statement which shows, that presuming 120 of Archangel deals, which are of an average of 21 feet long, 11 inches wide and three inches thick, were cubed into loads of timber, they would produce 11 loads of 27 feet, and pay a duty of 22 *l.* the great hundred, whereas they ought to pay, taking as the basis the duty on timber, 31 *l.* 14 *s.* 8 *d.* There is therefore a total loss to the revenue on every hundred of deals so imported of 9 *l.* 14 *s.* 8 *d.* Now 11 loads and 27 feet ought to pay at the rate of 2 *l.* 15 *s.* per load, that being the present duty on European timber, but they do actually pay a duty of only 1 *l.* 18 *s.* 1 *d.* Norway, on the other hand, as before stated, produces deals of the average of only 14½ feet long, nine inches wide and three inches thick; and in 120 of those there are only six loads of 15 feet cubed into timber. She thus pays on her manufactured article 3 *l.* per load, whereas she ought to pay only 2 *l.* 15 *s.* As deals she pays 19 *l.* per 120, whereas she ought to pay, taking the duty on timber as the basis, only 17 *l.* 6 *s.* 6 *d.* The difference therefore is most remarkable between 17 *l.* 6 *s.* 6 *d.*, which she ought to pay, and 31 *l.* 14 *s.* 8 *d.*, which Archangel deals ought to pay; and Norway is

accordingly

accordingly injured by the amount of the difference between 17 *l.* 6 *s.* 6 *d.* and 31 *l.* 14 *s.* 8 *d.*

558. What do the Norway deals pay, tried by the same standard, reduced to timber?—£. 3, as before observed.

559. Do you consider such a scale of duties as you have represented to be prejudicial to the producers as well as the consumers of deals?—Yes, I conceive it to be most importantly so, for the producer of timber in Norway is obliged to go to an exceedingly heavy expense in procuring, first of all, timber of the requisite length, it being impossible for him to import deals shorter than 15 ½ feet or 16 feet without a loss; and secondly, in procuring that large timber, an immense waste is incurred, all of which brings the cost of production higher than it otherwise would be.

560. Is the converter of timber into deals obliged to reject very many trees for this market, because they would not give deals of the requisite length, and has that the effect of raising the price of deals for this market to the consumer?—I do not believe that of the timber grown above one-third of it is found now to be fit to convert into deals for the London market; I speak as a producer myself.

561. The old length of deals imported from Norway was 12 feet, was it not?—It was.

562. If they could import deals of the old length of 12 feet, do you believe that they could afford to charge a less price?—Yes, we could afford to charge a considerably less price.

563. Do you mean that the effect of a reduction of that kind would be to lower the price of the deals to the consumer much more than the difference in the duty which is paid?—Yes, that is my meaning; and for this reason, in addition to that already advanced, the exporter is now obliged to go much further inland than he need otherwise go, in order to procure timber of a requisite size. If he were allowed to send to this country deals of any dimensions, he could cut those deals from wood which is now quite unusable; and as the woods in question are situated much nearer lakes and water carriage than the forests he is now obliged to resort to, the cost of production would of course be relatively less.

564. Have you found a market in the foreign countries for those short deals?—A market has been found in France for deals of any dimensions, though they prefer the short deals to the long.

565. Do you remember what is the proportion of the present export of deals to France, as compared with the deals sent to this market?—I am afraid I can speak only conjecturally, but I should say that the export to France is at present double that to Great Britain.

566. Having turned your attention to this subject, what scale of duties do you conceive could be adopted whereby the produce of all timber exported from European countries would be equally taxed?—I should say that the only scale of duties which would enable the producers of wood in all European countries to bring their commodity to this market on fair terms would be a scale of duty charged on the cubic contents.

567. Or something approaching to it?—Yes, or something approaching to it.

568. Are there not great objections to a duty taken according to the cubic contents, from the difficulty of measurement?—I have heard so; but I have also heard, and I believe, that the duty taken by the cubical contents could be taken just as easily, and at a much less expense, than it is now. There is no difficulty in reckoning the freights, and there is no reason why the duty should not be calculated in the same way.

569. Does not every merchant who exports a cargo of deals, send on the invoice an exact account of the dimensions of the deals exported?—Yes, an exact account.

570. Supposing that list, on the arrival of the ship, were delivered to the custom-house as a sort of check upon the contents of the cargo, do you not think that that would be a sufficient preventive of any fraud being attempted?—I believe so completely.

571. Do you mean that levying the duty according to the cubical contents is better than a rated duty, foot by foot?—It is evident that if the duty were levied according to the cubical contents, the merchant would then pay precisely for the quantity of wood he imported, without any reference to width, length or thickness. The next best mode of levying the duty would certainly be foot by foot, but I conceive that the latter is not so good as a purely cubical scale.

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572. You have hitherto referred to the lengths of deals; do your observations apply also to the thickness, which is regulated now by law?—Yes, they apply equally to thickness as to length; I consider that the impossibility of importing deals of less than three inches thick entails as much inconvenience and loss on the producer as his inability to import deals of less than a certain length. Perhaps I may be allowed to illustrate that by one very short example. If a producer has a tree of a particular size, that tree may possibly be converted into three exceedingly good deals of two inches thick, but it may not be convertible into more than one good deal of three inches thick; the consequence is that the waste thus incurred must eventually fall upon the consumer, and the producer is besides inconvenienced by having a commodity that is now comparatively useless to him.

573. Will you explain how it is that a tree that would produce three deals of two inches thick will not produce two deals of three inches thick?—I will endeavour to explain it in the following way. I must first premise, however, that in speaking as I do, I allude to the London market particularly, not to the general markets for Norway produce, and that none but deals of the best description can now be sent to London. When a block of timber is prepared for sawing, the sawyer tries by his eye how many three-inch deals it will produce. That is his first object. He cuts the block accordingly. When the slab or outside is removed, it often happens that the tree is found to be naturally defective, that it is, superficially, full of knots, or too coarse in grain, or sappy. So circumstanced, he again cuts off a piece, perhaps one inch thick, in order to procure, if possible, a three-inch deal of the proper quality. That being procured, he may find, and frequently does find, four inches being already taken away, that a sufficient bulk is not left to produce a second full sized three-inch deal. He is thus left with a piece of timber which, from its dimensions, will only yield an article of less value, it being unfit for the London market. Now if the duty did not limit him as to thickness, he would, instead of taking off the inch deal as first described, make sure of two deals two inches thick, and from the rest of the log he could always procure a third two-inch deal, and in general one more of smaller dimensions. In one case the log is sacrificed, in the other it yields its full product.

574. Is it not the practice to produce many deals with the centre of the tree in the deals?—Yes, it is now impossible to avoid it.

575. Are not such deals objectionable as being liable to shake?—Yes, very much so.

576. Are they not also more liable to sap?—I should think not.

577. If you were allowed to cut deals of a thickness inferior to three inches, the converter would generally not allow the centre to remain in the deal, but would convert it so as to have deals of different thicknesses not containing the centres?—It would be his object in every case to do so.

578. Are not Norway deals imported in considerable quantity cut even as thin as an inch and three quarters of an inch?—Only for exportation, not for home consumption.

579. For exportation to the West Indies?—Yes.

580. They are bonded?—Always in bond.

581. Does a large proportion of the deals exported for the French market consist of deals of less thickness than three inches?—A great proportion an inch and a half.

582. What is the quality of the inch and a half deals imported to France; are they sappy?—They are of the most ordinary description; they are sappy and rough, and deals which here would be sold for the coarsest works alone.

583. Are they manufactured out of slab after the deals for the London market have been cut?—They are; when the exporter cuts a log the first thing he does is to get one good deal or more for the London market, the residue is then converted to supply other markets.

584. Do not the French require some of the better deals as well as the bad?—They pay less for quality than we do; they do not pay so much for quality as we do in England.

585. Though it is open, from the regulations of the French market, to the producer in Norway to convert his deals in the advantageous manner you have pointed out, of less thickness than three inches, yet the demand of the French market for deals of that description does not induce them to prepare them?—There is a large demand for deals of three inches thick in France, and many deals

of

of three inches thick are sent to France, perhaps as large a proportion or even a larger proportion than those of two inch and one inch and a quarter, but they are deals not of so good a description as those sent to London.

586. Are all deals that will not suit the London market sent to France?—It is the great mart for them; I believe they all go there.

587. None that will suit the English market are sent to France on account of the price?—No.

588. We do get the best description of Norway deals in this country?—Yes, because the duty will not allow our importing the inferior.

589. Would not you get a better description if the tariff were so adjusted that deals of any kind might be imported into this market?—Most assuredly far better.

590. You stated that almost all the inferior deals unfit for the London market go to France; have you an account of the prices which are paid by the French for those deals?—The last prices that I heard of were nearly equal to those paid for the best description of deals in London.

591. What market was that?—At Havre de Grace.

592. Does that include the duty?—I speak of the net proceeds after deducting duty and all expenses.

593. Supposing the alteration you have suggested, namely, the taking the duties by the cubic contents, or something nearer to the cubical contents than is done at present, were to take effect, what would be the result of that change upon the prices in the Norway market, in your opinion, with reference both to the deals as at present sent to England and those sent to France?—I believe that competition would bring the best deals brought to this market to nearly equal comparative proceeds as those now brought

594. In your opinion would not the effect of that alteration be to lower the price of the deals which are fit for this market, and by reducing the quantity of cargoes, which you have described now to exist in consequence of the mode of cutting the deals for this market, to raise the price of those inferior deals which go to the French market?—Yes, I should think most undoubtedly it would, because if deals of an inferior description to those now imported to London could be imported, it would create a demand for those deals here, and it would, therefore, of course raise the value of them in France, two markets being open to them instead of one.

595. Do you consider that the effect of the present mode of taking the duties in this country has been not only to raise the price to the consumer here, but to give to the French their deals cheaper than they otherwise would have had them?—There can be no doubt of it, for as the case now stands, a merchant can only export those deals to France; there is no other market at all for them.

596. Would not the rise of prices in those deals in France effect a correspondent rise in Norway, the place of production, arising from the increased demand?—In the first instance it might, but it would open so many ports that have been for years perfectly closed, that I imagine that rise would not last long.

597. The supply of timber can be increased to a very great extent?—To an unlimited extent.

598. Would not that occasion the foreign exporter affording to this market those deals now prohibited at a somewhat lower price than they are now offered to the consumer in France?—Certainly.

599. Have the goodness to state to the Committee what is the situation of the supply of timber in Norway, the state of the forests, and what in your opinion would be the probable consequence of a change in the duties upon that supply?—When first I entered business 14 ports in Norway exported timber to this market, but the woods surrounding many of those places will either only furnish short timber, or, from local circumstances, they are prevented from procuring it of large dimensions. The consequence is, that of this number three only now supply it; viz. Christiania and Frederickstadt (I class these two together in both cases), Dram and Schien. Were the duties equalized, each of the other 11 ports would again become suppliers of this market.

600. Do you not mean long rather than large?—I mean long as well as large in size; and so long as the duties remain as they are now, three ports only in Norway can send any deals to this market; but in the event of an alteration in the duty, those 14 ports would at once become the suppliers of timber to this market.

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601. Do those other ports send any timber to the French market?—Yes, and a few to Ireland.

602. Is the condition of the forests, or rather their propinquity to streams, such as that any considerable increased demand for deals would raise the cost of the deals from the increased difficulty of bringing them down?—I should think not, because if the proprietors of woods in the neighbourhood of the streams supplying Christiania or Dram were to raise the price beyond a certain extent, the alteration in the duty, for it is on that the question hinges, would enable other ports to supply deals on such terms as to force the merchants of Christiania and Dram to bring down their prices to an equal level; therefore I imagine that an alteration in the duty would not create any advance in the prime cost of the wood beyond the first year or so.

603. You say, to a certain extent. Is your opinion fixed as to the per-centage on the prime cost in Norway which would produce the effect of an additional supply?—No, I cannot say what it would be, it might be five per cent. perhaps.

604. By consulting the books of your house, could you give the price of deals in the foreign market for a series of years, going back to about 1792?—No, I am afraid not; I could easily acquire it, but I do not think the books of my house would give it.

605. To whom do the forests chiefly belong to which you have alluded; to the peasantry of the villages or great proprietors?—A small proportion only to the peasantry, the most important of the woods belong to large proprietors.

606. Supposing that the event you anticipated were to take place, namely, that in consequence of the equalization of the duties upon all European deals an export were to take place from those ports which no longer send deals, how would that be effected; would capital be found to establish the saw-mills in those parts of the country which do not now send deals by the natives, or by merchants in this country sending out capital?—I should think that the saw-mills which were formerly used now exist, because nearly all the ports, I may say all of them alluded to by me, now closed as far as London is concerned, still ship to France; and I should think those mills would be ample to furnish any supply that might be required.

607. Is very large capital required for erecting the Norwegian saw-mill?—No, very small.

608. What may it cost?—Fifty pounds, perhaps.

609. Have they native millwrights equal to erecting of them?—Yes.

610. How many loads in the year may such a mill saw?—I cannot say; it depends very much upon the quantity of water, and that depends again entirely upon the quantity of snow that falls during the winter. For two or three months in the year some of the saw-mills are stopped almost entirely for want of water, while others always have sufficient.

611. Is it in the power of any one to set up a saw-mill in Norway, or is there any tax or licence requisite?—A licence is required, but I believe that licence, unless exceedingly good cause can be shown that it would injure the property of a person already possessing one to any large extent, is granted, and it is always granted if it can be shown that it is needed. The formal consent of the diet is required, I believe, but it is never withheld unless, as before stated, it interferes materially with the vested rights of another proprietor.

612. Is there any limitation as to the quantity of timber to be sawed by a mill?—No; when the saws are in full work in the summer season they work night and day, they never cease.

613. Can you state to the Committee what proportion the first cost of the deals bears to their price in this country, duty paid, reckoning freight and all other charges?—The duty is about 150 per cent. upon the prime cost.

614. What is the net cost in the Norway market, as compared with the selling price here?—Perhaps I may be allowed to take 100 deals as being rather easier, a great hundred I mean, or 120, three inches thick, nine inches wide, and I will take for simplicity sake the medium price, between the yellow and the white, being 30 *l.* a hundred, duty paid; such is the price at which they will now sell in this market; from that price the duty of 19 *l.*, freight and other charges deducted, they would yield 8 *l.* 10 *s.*, or between 8 *l.* and 8 *l.* 10 *s.*

615. At the price of 30 *l.* in this market, do they leave to the exporter, when sold by the commission merchant here, net proceeds to the extent of 8 *l.* 10 *s.*?—Presuming them to be all 12 feet long only, they would not leave those proceeds. I imagined.

imagined the question alluded to the average of 14 ½ feet, at which average length they would do so; but 12-feet deals alone, if sold at 30 *l.*, would leave only 4 *l.* 15 *s.* proceeds per great hundred.

616. Then the case would stand thus: that if a merchant in this country were to send an order to a merchant at Christiania to send to him a cargo of deals, he would charge him 8 *l.* 10 *s.*; whereas the same cargo, if sent to a commission merchant here, and sold in this market, would leave a remittance to the Christiania merchant only of 4 *l.* 15 *s.*?—Yes, for 12 feet.

617. Do you happen to know what the selling price of deals per hundred would be in the French market; at Havre, for instance?—I am afraid I can give no specific answer to that, for I am not exactly aware of the amount of duties in France, although I know the principle on which they are levied, neither do I know what the amount of the various charges are.

618. It is not your business to send deals to the French market?—Not at all.

619. Will you state to the Committee the items by which you make the deal which sells in this country for 30 *l.* per great hundred leave only 4 *l.* 15 *s.* to the producer?—In calculating what deals will leave, they are always taken as 12 feet, and therefore when I say that deals produce 30 *l.* per hundred, I mean that deals reduced to 12 feet long, three inches thick and nine wide, if sold at 30 *l.* a hundred will leave about 8 *l.*, but then I do not intend to say that such deals are imported here 12 feet long; they are imported on the average at 14 ½; if they were not imported here of a sufficient length to give an average of 14 ½, they would not produce so much. The duty is 19 *l.*, the freight 2 *l.* 17 *s.* 7 *d.*, the commission 1 *l.* 10 *s.*, the insurance at 5 *s.*, and the lighterage 9 *s.* 6 *d.*, &c. &c., making 25 *l.* 1 *s.* 7 *d.*

620. Do not you charge something for interest of money?—Yes; that charge should have been specified, though it is allowed for.

621. You sell your cargo on six months' bills, allowing one month for delivery, making seven months?—It would be seven months on the cargo.

622. It would be seven months at least from the date of the purchase of the cargo?—Yes.

623. Would not it be rather eight months than seven months, allowing time for finding a purchaser?—Yes, in many cases.

624. From the nominal price of 30 *l.* have you not to deduct also 2 ½ per cent., according to the custom of the trade?—Yes; that charge should have been also stated, though it is allowed for by me. I likewise beg to observe that I made a mistake in the addition; the whole deductions will come to 25 *l.* 15 *s.*, allowing 13 *s.* for interest.

625. You have calculated the duty on the 120 deals at 19 *l.*; the standard of those deals which you suppose sold at 30 *l.* are 12 feet long, is it not?—Yes.

626. Whereas the deals upon which the duty of 19 *l.* is paid are, upon the average, 14 ½ feet?—Yes, in both cases.

627. Ought you not therefore to take the duty on 120 pieces 12 feet long as on 12 divided by 14 ½, multiplied by 19 *l.*, that is 15 *l.* 14 *s.* 6 *d.*, upon the standard of deals 12 feet long?—I think not; because if I have a cargo of deals, which contains 1,500 for example, averaging 14 ½ feet long, the first thing that is done is to reduce those deals into 12-feet lengths; therefore the duty is paid literally on the 12-feet deal.

628. The object is to apportion the duty, the freight and the prime cost among the deals. If an importer pays a duty of 14 *l.* on deals 14 ½ feet long, and he wants to know how much the duty is on the standard of deals 12 feet long; if he pays the duty of 19 *l.* on deals 14 ½ feet long, the duty as apportioned to the deal 12 ½ feet long is only 15 *l.* 14 *s.* 6 *d.*?—If you take 1,500 deals, and consider the importation from Norway averages 14 ½ feet, the former must undoubtedly be the correct way of calculating it; but if you consider the average whole supply of Norway to consist of deals each 14 ½ feet in length, which is the present correct average, then 120 deals of that length would not pay the duty of 19 *l.*

629. Would you not, instead of saying 19 *l.* on the 12-feet standard, say it would be only 15 *l.* 14 *s.* 6 *d.*, supposing them all 14 ½ feet long?—Yes; it would be 15 *l.* 14 *s.* 6 *d.*

630. Supposing you took the duty at 15 *l.* 14 *s.* 6 *d.*, what price would that leave to the exporter of the deals?—£. 12. 19 *s.* 8 *d.*

631. Is the produce of Norway much affected by the Canadian produce?—Yes, most importantly so; the price at which the most inferior description of

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Canadian wood sells in this market is rather less than the duty alone on the most superior description of Norway goods; it is therefore quite impossible that the Norway deals can compete with them.

632. Will you give an instance of that?—The market price of the ordinary description of white spruce deals is now about 18 *l.*

633. Is that Petersburgh or Norway standard?—Twelve and three by nine. In speaking of Norway deals, I consider them always as 12 feet three inches and nine inches; and in speaking of the Canadian deals, I will do that also for the sake of perspicuity.

634. Have the goodness to state how the produce of Norway is so much affected by the Canadian produce?—The Canadian produce is so exceedingly cheap that it quite supersedes all but the best description of Norway deals. Unless a person builds a house of a very superior description, he will not consent to pay from 30 *l.* to 31 *l.* a hundred for deals when he can get them for 18 *l.* or 20 *l.* The white spruce therefore has almost superseded the white Christiania, except for particular uses; it has wholly superseded the white deals of the more ordinary description; and for box-making, in which trade an immense number of Norway deals were formerly used, Canadian is alone employed now. I do not believe there is a single Norway used for box-making from one year's end to another. I am not aware how much is used in that trade alone, but the consumption is very large, and it is supplied now wholly by Canadian deals.

635. A large proportion of the export of Norway used to consist of white deals?—Yes, a larger comparative proportion; there are some ports where they can ship none but white deals.

636. It is the white spruce deal of Canada that interferes with the consumption of the white Norway deal?—Yes.

637. Is American spruce fir as well adapted for box-making as the white Norway deal?—Yes, I believe so, for the most ordinary deals alone are used for box-making.

638. Can you state to the Committee what the price of that ordinary deal from Norway would be in the London market in bond, as compared with the price of the Colonial deal in bond?—I do not know what the cost of Canadian deal in bond would be; but I should think that ordinary Norway deals might be supplied in bond at the rate of about 6 *l.* the great hundred.

639. Do you mean freight included?—Yes.

640. Do you remember the time when it was customary for a commission merchant in selling cargoes to merchants to make an abatement of one-third on the inferior deals?—I just remember that.

641. Supposing that abatement were made on the 30 *l.*, that would reduce the price, even at the existing duties on the inferior Norway deals, to about the same price as the Canadian spruce; would it not?—Yes.

642. You state that there has been a very large falling off in the Norway trade within the last few years; has that had any considerable effect upon the consumption of the produce of Great Britain in those countries?—A very great effect indeed. When first I entered business, the exports of British manufactures and Colonial goods from this country were enormous; they are now comparatively small, though Norway does take, and is disposed to take, everything she can from England.

643. What do you mean by enormous?—In speaking of enormous, I mean only in proportion to her trade. I think I can produce insurances effected on cargoes of British manufactures and Colonial goods, by which latter I mean sugars and coffees, shipped from England, amounting to 30,000 *l.* apiece; and I do not think that my house, which has the largest business in the Norway trade, ships more now than 60,000 *l.* in the whole year.

644. What were the goods exported to Norway besides sugar?—Cloths, cottons and woollens of all descriptions.

645. From whence do the Norwegians now derive their supply?—Almost wholly from Great Britain.

646. During the war brandies and wines were shipped from hence also?—Yes.

647. Is the population increasing in Norway?—Yes.

648. Is the demand for British manufactures increasing?—Yes, it is increasing, and if they could get them, they never would use anything but British manufactures; they now purchase some ordinary cloths in Hamburgh; but cotton goods of all descriptions, and the better sort of cloths, they purchase wholly in England.

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649. What are the woollen cloths the peasants wear?—They are chiefly manufactured in their own houses; every house has a loom.

650. The cause of the falling off in the consumption of British goods in Norway arises, not from any diminished desire to consume them, or from their having got into a different channel, but their not having wherewithal to pay for them?—Perfect inability.

651. Is the Hamburgh trade increasing?—No, I think it is diminishing every year; I see more and more desire evinced on the part of the Norwegians to purchase what goods they require in England rather than go to Germany for them.

652. What reason do you give for that?—Partly because they get them better, and partly because they prefer the goods; there is a disposition on the part of the people to wear British rather than German goods.

653. Quality and price considered, the article is better?—Yes, it is.

654. You have been in Norway?—I have.

655. Is there not a strong English feeling among the people in Norway?—Very strong indeed.

656. There has been for a long while, and it still remains?—It still remains in full force.

657. You include in the exports Colonial produce?—Yes, in both cases.

658. Where do they get supplied with their Colonial produce now in Sweden; do they take their supplies from the Swedish islands?—I am not sufficiently acquainted with the fact; I have but one or two correspondents in Sweden.

659. Do they purchase their corn in the Holstein market?—I believe they do.

660. In making up the account of the cargo, you accept bills for the net proceeds of the cargo?—Yes.

661. Did you ever endeavour to trace through what channels those bills were negotiated, so as to show in what manner the balance between this country and Norway was ultimately settled?—It is difficult to do so; I have, however, observed lately that the bills negotiated in Hamburgh are fewer in number than they used to be; and I attribute that, in some degree, to the increase of exports from this country of Colonial and other goods during the last two years. Formerly, I mean eight or nine years ago, the merchants in Norway, nearly all of whom are dealers and have shops, used to draw their chief supplies from Hamburgh; but lately the English markets have been preferred.

662. By examining the endorsements on the bills, should you be able to state, during the last three or four years, through what markets those bills have been negotiated?—Yes, certainly; Hamburgh has been the great market for negotiation.

663. Does Norway import a large proportion of the corn she consumes?—No; I should say, in a good year, she grows nearly or quite as much as she consumes.

664. Timber is her staple export?—Yes.

665. Her exports decreasing, and the first necessaries of life being imported, how do you account for the growth of her population?—Norway is a timber-producing country; but she is also an iron-producing country; and when the timber trade is bad the iron trade is invariably good, because, as she has no coal, and is obliged therefore to use charcoal, if the timber yields well, the cost of producing her iron is high; if the timber, on the contrary, yields ill, the cost of producing her iron is low. In this case she derives some advantage from the comparative less cost in the production of her iron.

666. Is the growth of potatoes much increased?—Yes, very much indeed.

667. Does she export iron to this country?—I believe to some extent.

668. She exports a good deal to Hamburgh, does she not?—Yes.

669. And to the north of Germany?—Yes, and to Denmark; Denmark, I believe, is her principal market for it.

670. So that, in fact, one of the effects of a system which reduces the price of wood, and prevents the export of wood from Norway, is to lower the price of the iron she produces?—Yes, most undoubtedly.

671. Does not that enable her to compete more advantageously in iron with us, in certain markets, than she otherwise would do?—I should think to a very large extent.

672. When you spoke of small woods still left about the 11 ports which had ceased to export deals, of what length and what thickness could deals be supplied from those small woods?—I do not think that deals longer than 12 feet could ever be

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be advantageously sent from those ports; and I think that if the scale of duties permitted them to do so, their produce would always be small in size, not above two inches thick and 12 feet long.

673. Could they furnish deals from the wood so left 12 feet long two inches thick, clear of sap?—Whether wholly clear of sap I do not know; but I am sure they could furnish deals 12 feet long and two inches thick, which would be exceedingly appropriate to this market.

674. Much clearer of sap than the three-inch now imported?—Undoubtedly.

675. Would it be a considerable supply, from the state of the woods?—I think it would.

676. The prime cost would be exceedingly cheap?—Yes, and the article extremely good.

677. Are you able to state what would be about the prime cost of 12-feet long and two inches thick, at the 11 ports referred to?—It is difficult to state; I speak rather at random; but I should think that, taking the present price of Christiania produce, deals two inches thick and 12 feet long could be exported from some of the ports, not all of them, now closed, at a prime cost of from 4 *l.* to 5 *l.* a hundred; 4 *l.* 10 *s.*, I should say.

678. On examining old accounts, are you aware that when the duty was low a large number of 10-feet deals used to be imported from Norway?—A very large number; such could be easily shown by old books.

679. In Ireland what is the demand for shorter deals than 14 feet; is it great? I believe very great.

680. For what lengths?—The exportation of deals into Ireland from Norway is exceedingly small; but I believe that the deals which are sent thither consist almost wholly of 12-feet lengths; perhaps there may be 1,200 of 12-feet deals, 100 of 14, and 100 of 16 feet.

681. Is there nothing imported under 12 into Ireland;—I do not think to any large extent; there may be a few, but the number is small; I have not often an opportunity of seeing the account of a cargo.

682. You have spoken of the effect which the Canadian produce has upon the Norway produce; what change of the protecting duty at present adopted for the benefit of the Colonies do you think would be advisable?—I think that all the Canadian merchant has a right to ask is to enjoy a protecting duty equal to the extra amount of the freight he pays upon his goods, as compared with that which the European producer pays; his goods will then come into this market on exactly the same terms as those imported from any part of Europe, and it would then be left to the consumer to choose which he prefers.

683. You have given the proportion of freight to duty on 120 deals from Norway, which appears to be about one to five; what is the proportion of freight to duty from Canada?—I will adhere to the 12 feet three by nine inch scale. The freight on the Canadian goods, I speak of those from Quebec, is about 9 *l.* 17 *s.* for the 12 feet three inches by nine inches, and the duty is 40 *s.*

684. Freight being to duty as one to five from Norway, freight from Canada, as to duty, as four to one; applying those different facts, what would be the proportional alteration that you would recommend, on the principle you have recommended, that the protection ought to be only equivalent to the difference of freight?—If the European wood can be imported into this market at an expense in freight of 2 *l.* 17 *s.* 7 *d.*, it ought to be the difference between 2 *l.* 17 *s.* 7 *d.* and 9 *l.* 17 *s.*

685. That is to say, the difference should be 7 *l.*?—Yes, that being the difference in the freight.

686. Have the goodness to state what is the difference?—It is 13 *l.* 16 *s.* 11 *d.*

687. It is nearly double?—It is.

688. Would not such a reduction as that cause a very large transfer of the trade?—I should conceive that it would cause all the most ordinary descriptions of Colonial goods to be excluded, but I do not think that it would exclude any of the superior descriptions; there is one particular article in the woods of Canada which Europe cannot furnish, so far as we know, which is the yellow pine wood. The yellow pine wood is used by musical instrument makers; it is used also for picture frames; a very large quantity of it is likewise used for ribbon rollers, and things of that kind, for which its extreme cheapness renders it available, and with which nothing in the market can compete. I conceive that the red pine timber would not be excluded from the market. It has now obtained a footing which nothing could

shake. I am of opinion that the white spruce deals would be those goods that would be more affected than any other class of commodities exported from Canada, because they would come in immediate competition with the cheap description of deals the produce of the north of Europe.

689. You say owing to the cheapness it is that the yellow pine is used; are you not aware, that very much owing to its freedom from knots, and from its not warping, it is used for those superior purposes?—The piano-forte makers and the picture-frame makers use it for two reasons; first, for that assigned, and secondly, because it works easily and is readily moulded and carved.

690. It does not, after it is finished into any shape, warp and change the shape?—It does not, as I am told.

691. Under the principle which you have laid down for changing the duty, can you state to the Committee what, in your opinion, would be the extent of the transfer; would it be a quarter?—I can scarcely venture an opinion upon that, without knowing the number of cargoes of each description of goods that come.

692. Do you believe that in all those cases of manufacture which you have described where the yellow pine free from knots is used, it would still continue to be used, although it was subject to that increase of duty described in your former answer?—I believe that an increase of duty in that respect to this description of wood, even to an extent of 100 per cent., would, for many uses, not injure the sale.

693. Are you aware that a large quantity is also imported from Miramichi, in New Brunswick?—Yes, but whether so good or not I do not know; I am not much acquainted with the respective qualities.

694. Not in the shape of deal, but in the shape of log, afterwards cut up into boards in this country?—I am not conversant with the Canadian trade.

695. In case the duty on Baltic timber were reduced, and the price consequently lowered, do you not think that much of that timber would be used for purposes for which the Canadian is now taken, for instance box-making?—I should think a very large proportion, if not all the deals now used for box-making, would be supplied on as cheap or cheaper terms from ports in Norway and Sweden.

696. Supposing the price to be the same, which would the box-maker take by preference?—They do not care for quality; if the price of the Norway was less they would prefer the cheapest.

697. Supposing the duty on the Canadian timber to remain the same, and that a reduction to the extent suggested takes place on Baltic timber, would the price of the lower Baltic timber be cheaper than that of the Canadian spruce?—I think it would be rather less. Even at a reduction of 7 *l.* a hundred, I think the Canadian merchant would be able to compete successfully with the Norway merchant.

698. You mean that the Canadian would still be the cheapest?—I think so.

699. You know the present market price of the article in the British market, duty paid and all charges?—I take the lowest price at which the ordinary descriptions of Norway deals can be imported at this moment, and I will reduce from that 7 *l.*, and I see that that leaves from 20 *l.* to 21 *l.* per hundred.

700. Do you think, if they were at a good price, the consumer would prefer for ordinary work white wood, the European or the Canadian?—I think for some purposes, for out-door work, the European wood would be preferred, for in-door work perhaps the Canadian wood might be preferred, at an equal price, because it works easier.

701. Are you aware of the defect applicable to almost all Canadian spruce deals, that the knot being surrounded by dead bark is liable to fall out?—Yes.

702. Is not that a great objection to the box-maker, who is a consumer?—Yes, that is, I conceive, a great objection, which nothing but their extreme cheapness can get over.

703. Therefore, at the same price, would not the consumer very much prefer the Norway white wood, even though of an ordinary description?—I should think that the consumer would, at an equal price, prefer the ordinary white wood of Europe, particularly for out-door purposes, to Canadian spruce.

704. For box-making?—Yes, for the reason given.

705. Would not the public, unless specially restrained by contract from using American, always prefer American on account of the facility with which it works?—I am hardly capable of answering that, for I am not acquainted with building. I believe, however, that the Canadian wood which chiefly works so well is the yellow pine.

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706. You have stated that, under the alteration of duties, you would suggest, you think, that the American deals could still maintain a competition in the British market; how can you infer that if you are not acquainted with the cost of production of those deals in America?—I am aware of the price at which those deals are produced in this market, and I am aware that certain descriptions of them would still be used, because there is no substitute for them, and they must be used unless a substitute is found. It is the ordinary description of American white deals which would, in my opinion, be excluded.

707. You think that all the Canadian merchant has a right to ask is a protection equal to the amount of the freight he pays; on what principle do you think he is entitled to that protection?—Because I think it is fair that each importer or producer should come into the market on equal terms. If the Canadian merchant can land his goods in the port of London on exactly the same terms as the European, the consumer will then judge which best suits his purpose, and buy them accordingly.

708. Does not the price at which the Colonial merchant can land his goods in this market depend upon the cost of the production of those goods in the Colony, as well as upon the amount of freight he pays?—Certainly.

709. If he is entitled to a protection equivalent to the increased freight he pays, why, on the same principle, should he not be entitled to protection equal to any increased cost of production to him?—Why should not the European merchant ask it? He is liable to the same fluctuations of market here and abroad as the Canadian merchant is.

710. The question refers to the cost of production; does not labour constitute a considerable portion of the cost of bringing the timber to the place of shipment?—Undoubtedly.

711. If then the cost of labour is higher in the Colonies than in Norway, the Colonial shipper of timber must have to pay more for his timber at the port of shipment than the Norwegian shipper?—Certainly.

712. Are you acquainted with the relative prices of timber in Norway and Canada?—No, I am not acquainted with the cost of timber in Canada.

713. Then on what principle do you restrict the protection to be given to Colonial produce to the simple difference in freight between the Colonies and this country and Norway and this country?—Because I look to the benefit of the consumer alone as my first duty. I think if the consumer consents to pay 7 *l.* per hundred for the benefit of the Colonial merchant, it is all that he can be asked to do.

714. But the consumer would be more benefited if he did not pay that 7 *l.*?—Most undoubtedly; and, on general principles, I am of opinion that there ought not to be that protective duty; but if any protective duty is conceded to the Canadian merchant, it appears to me all he can ask for is the difference of freight.

715. You think even that would be contrary to the principles of trade?—Yes, because I think the consumer is the person whose interest and convenience alone ought to be consulted.

716. Are you aware of the wages paid to the woodcutters in Norway?—I cannot say; they are paid in some measure by barter, by corn, and so on.

717. You state that when the Norway timber trade is bad it produces a good state of the iron trade?—It produces a better state.

718. And that it improves the iron trade, by enabling iron to be produced in Norway at a cheaper rate; hence also that iron comes into successful competition with British iron in the foreign markets. Are you aware of the cost of iron in Norway?—No, I am not.

719. Do the British and the Norway iron, in point of fact, stand in a state of competition with each other; are not their qualities very different?—I believe that there are certain qualities of iron produced in Norway which are superior to the English iron; but I believe, on the other hand, there are certain qualities of Norwegian iron not so good as the British iron.

720. Would not Norwegian iron, independent of duty, always bear a higher price in the market than English?—Not always; some descriptions of Norwegian iron would undoubtedly; some, on the other hand, would not, because I have had some sent me here that did not succeed so well.

721. Is there not a considerable quantity of deals brought from Norway into this country cut into thin deals for the purpose of exportation?—No, there is only one house

house that imports them, not to a great extent; they may have half a cargo here, or a cargo; they never come into the market.

722. Of what growth is timber in Norway before it is cut down to be applied to purposes of deals?—That is a question I can only answer indefinitely, for this reason, that the growth of timber there is exceedingly different on the different soils on which it grows. The most approved descriptions of timber are those of the slowest growth, because they grow on an exceedingly dry, bad soil; those kinds which grow on the low lands are of more rapid growth, but not so durable.

723. Can you give the Committee an idea of the growth of both descriptions?—No, I am incapable of doing so; I have no data at hand on which to found an opinion.

724. You say that the forests in Norway are in the hands chiefly of large proprietors; what was the effect on the fortunes of those proprietors of the change of trade?—Failure in 99 instances out of 100. I will give a remarkable proof: An estate, which sold for 150,000 *l.* in the year 1811, has been sold this year for 26,000 *l.*

725. You say that the white spruce would chiefly suffer; do you know what the exports from New Brunswick consist of?—No, I do not.

726. Are you aware from what part of British North America the white spruce is chiefly exported?—I believe Quebec furnishes the chief proportion; but I am not concerned in the Colonial trade.

727. You have stated to the Committee what in your opinion would be the effect of an alteration in the amount of duty levied on European timber; what would be the effect produced by the other alteration you alluded to, of having a different mode of assessing the duty on deals according to their cubical contents? Are you acquainted at all with the Russian deals?—Partially I am, but not intimately acquainted with them.

728. Would not the effect of assessing the duties upon the cubical contents of the deal be, that the Archangel deal of 21 feet in length, which now only pays the same duty as a deal of 16 feet in length, would then be subjected to nearly one-third increased amount of duty?—Most undoubtedly.

729. Do you think under such an increase of duty the Archangel deal could continue to be exported from thence?—Not perhaps in the length of 21 feet, but of shorter length undoubtedly.

730. In speaking of the consumption of British manufactures in Norway, did you mean the Committee to understand that England pays for all the timber it imports in Colonial produce, or in its own manufactures?—Not for all of it.

731. What proportion?—My observations must apply to London and Liverpool, for I cannot speak more widely. I should say that London and Liverpool furnish Colonial and British manufactured goods to a far larger amount than the proceeds of the timber exported.

732. A considerable quantity of timber is imported from Norway as well as deals?—No timber, except for the use of the mines, which is duty free.

733. There was an import in the year 1833 of 23,745 loads of timber from Norway; was the whole of that applied for the use of mines?—I presume so; I do not think a load of timber has been imported from Norway to London for the last seven years, or more.

734. The net proceeds of 120 deals, which you represent as 12*l.* 19*s.* 8*d.*, what proportion would those pay into the pocket of the proprietor of the estate in Norway, after covering the expense of bringing to the shipping port?—I am not able to say.

735. Do the proprietors of estates generally own a saw-mill?—Always, with very few exceptions.

736. At what distance from the shipping port is the wood generally sawn?—At various distances; the exports from Frederickstadt and Christiania at from three to 30 or 40 English miles.

737. Not more than 40?—No; the cost of production would be too great.

738. What proportion of the shipping employed in the conveyance of timber and deals to this country is British?—None.

739. Is the produce of Norway now in timber chiefly imported in British or Norwegian vessels?—In Norwegian vessels.

740. Why are Norwegian vessels principally employed?—Almost all the exporters of deals in Norway are owners of ships, and they will use those ships as long as they

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they last; but when those ships are once worn out, they will build no more, unless under more favourable circumstances.

741. Are they mostly deal or oak-built ships?—Almost all deal.

742. Do they last long?—The old ships last a long while; there are two or three 80 years old; they were originally oak, but there is not much oak in them now.

743. Supposing the scale of duties were altered, so as to increase the taxation and export of deals from Norway, do you imagine that extra quantity would be exported wholly in Norwegian ships, or that British shipping would be employed?—I should think that British shipping in that case must be employed, for I do not think that the Norwegian ships are numerous enough to supply the probable demand for them.

744. Why should it not answer the purpose of the Norwegians to build ships for that trade?—The hull of a Norwegian ship of course can be built on cheaper terms than the hull of an English ship, the cost of materials being so much less; but I believe the hull is the only thing in which the Norwegian ship has the advantage, for all her sails, her anchors, her cordage, her cables, are invariably English; there are very few ships that come to the port of London where such is not the case.

745. Do you know whether there has been one ship built in Norway lately?—I believe, from the best information I have been able to get, that within the last 14 years there have not been built more than two ships for the London trade; of those two ships, one was built for the conveyance of timber, and the other was built expressly for the purpose of conveying British manufactures and Colonial produce from London to Norway.

746. You attribute the employment of Norwegian ships in the trade to the circumstance of the ships being in existence, their having been built a long while ago, the necessity of using them until they are worn out?—Yes.

747. You have stated that the hull is cheaper, but that the sails and cordage and the iron cables go from England; do you know what the comparative wages are; are the Norwegian wages cheaper?—I must premise, by saying that I am not a shipowner, and therefore the evidence I give in that respect must be taken only as the best information I have been able to acquire in a few days, since I knew I was to appear here. A broker, who is extensively engaged among English as well as Norwegian shipping, has drawn me up this paper; it is a statement of the comparative expenses of navigating a British and a Norwegian ship in the timber trade, of 400 tons burthen, on a voyage to Norway and back for an English ship, and from Norway to London and back for a Norwegian ship.

748. Who was the person who gave you this?—Mr. Northcote. The result is, that the cost of navigating an English ship is 152*l.* 5*s.* 6*d.* from London to Norway and back, and the cost of navigating a Norwegian ship from Norway to London and back is 147*l.*; but there is one other circumstance which ought to be mentioned as being in favour of the English shipowner; it is this: that when an English ship enters the River she generally discharges her cargo by lumpers, paying off her crew, and thus saving their wages. These lumpers receive 9*d.* per ton, making on 900 tons a reduction of 15*l.* on the expenses, while the Norway ship must discharge by her own crew, whose wages are running on.

[*The Account was delivered in and read, as follows:*]

STATEMENT of Expenses in Navigating a *British* and *Norway* Ship in the Lumber Trade, of 400 Tons, on a Voyage to *Norway* and back for the *British* Ship, or from *Norway* to *London* and back for the *Norway* Ship; calculated each at Two Months.

BRITISH:

	£.	s.	d.
Captain, 8*l.* per month for two months - - - - -	£. 16 - -		
Mate, 4*l.* per month - - — - - - - -	8 - -		
Eight men, 45*s.* per month — - - - - -	36 - -		
Three men, 40*s.* per month — - - - - -	12 - -		
Three boys, 20*s.* per month — - - - - -	6 - -		
		78	- -
Provisions, 1*s.* per man per day - - - - -	- - -	48	- -
Premiums of insurance on ship, valued at 1,500*l.*, at 30*s.* per cent. and policy		26	5 6
	£.	152	5 6

The

The British master never receives any per-centage on the freight, and of course the amount of freight is increased to the owners over and above the Norway ship.

The British ship, immediately she arrives in the River, pays her crew off and discharges by lumpers, thus saving, when the Norwegian cannot,

14 days' pay and provisions, about	£. 29
Deduct lumpers, at 9 *d.* per ton on 400 tons, charged by the Dock Company	15
	£. 14

The British ship is also insured in clubs, which materially relieves the charge for insurance; and generally the insurance on a British ship is effected at 5*s.* or 10*s.* per cent. less than on a Norway ship.

NORWAY:

	£.	*s.*	*d.*	£.	*s.*	*d.*
Captain, by the voyage	£. 20	–	–			
Mate, 18 dollars per month, and 12 dollars land-money	8	–	–			
Twelve sailors, at 6 ½ dollars per month; say 156 dollars	26	–	–			
Three sailors, at four dollars per month; 24 dollars	4	–	–			
One sailor, at three dollars per month; six dollars	1	–	–			
				59	–	–
Provisions, 8 *d.* per man per day				36	–	–
Premiums of insurance on 1,200 *l.*, value of Norway ship, out and home, at 30*s.* per cent. and policy	21	–	–			
Commission, one half per cent.	6	–	–			
				27	–	–
				122	–	–
The Norway ship is compelled to take a pilot both coming and going, which the British ship does not pay				25	–	–
			£.	147	–	–

The Norwegian master generally receives five per cent. on the freight, and this is of course to be added to his wages.

The Norwegian ship takes from this port all her sails, ropes, cordage, chain-cables and anchors, paints and ship chandlery.

749. Can you state to the Committee in what way the balance of freight is generally disposed of by the Norwegian captain and his crew?—Almost wholly in the purchase of British manufactured goods. I do not believe there is a single captain or crew who ever leave the port of London without having laid out the whole they have received in the purchase of British manufactures.

750. Do not you believe that they frequently export considerably more than they import?—Yes, in some cases 20 times as much. I believe that if the Custom-house report states the export of British manufactured goods to Norway at 50,000 *l.*, you may add safely one half more.

751. That export chiefly takes place through those captains who get goods on board themselves?—Yes. There is a regulation of the Custom-house which makes it imperative on every ship entering out officially to pay a certain charge, about 6 *l.*; now 6 *l.* on 6,000 *l.* is a small drawback, but 6 *l.* on 300 *l.* or 400 *l.*, or less, is a large per-centage.

752. Do you consider that an increased importation of Norwegian timber would cause an increased demand in Norway for British manufactures?—I believe that the effect of an increased supply of Norway produce to this country would be a very material increase of the exportation of British manufactures, and I believe further, that if the trade was put on such a footing as to yield a profitable return to the exporter from Norway, a much more than relative increase in the quantity of goods exported hence into Norway would take place.

753. Would not that be attended with a correspondent diminution of export of British manufactured goods now sent in payment for that timber which at present supersedes the use of Norway timber, namely, Colonial timber?—If fewer goods are sent from other ports, I presume fewer manufactured goods will be taken in exchange.

754. Then what would be the advantage to the British exporter in the mere transfer?—That does not seem to me to bear upon the question.

 755. If

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755. If fewer goods were sent to Norway for the same quantity of wood that is now imported from Canada, is not that an advantage to this country by the whole difference of the smaller quantity of manufactures that are sent for a certain quantity of wood?—Undoubtedly.

756. You have stated that France takes more wood from Norway than England at present; how do the French pay for that wood?—Almost wholly in money. The goods taken from France are next to nothing; they consist only of wines and spirits.

757. Do you think that the sawyers of this country suffer injury by permitting the sawing of wood in Norway instead of having it imported as timber?—Most undoubtedly they do; because in consequence of the mode in which the duties are now levied a premium is offered to the sawyer abroad, to the manifest injury of the English workman.

758. You have stated in a former part of your examination that the average length of deals from Norway is 14½ feet; is that an increased length on the average of former years, 10 or 20 years?—It is an increased average of about three feet.

759. Have they been led to increase that average on account of the duty?—Yes; long deals being the most inconvenient length that Norway can export.

760. Is there any law in Norway, or any royal ordinance, preventing their cutting the deal longer?—None whatever.

761. Is there any other disability?—Yes; first of all, they have not the timber; and secondly, if they had the timber they could not convey it down the watercourses.

762. You have stated that the largest proportion of the inferior deals imported from Norway was employed in packing-boxes, and that that has ceased?—I said a large proportion of the ordinary descriptions.

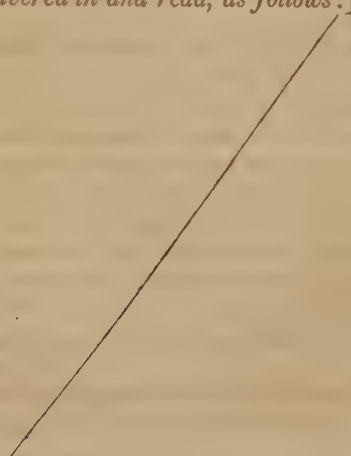
763. Are you aware that the wood employed in packing-boxes is of extraordinary width at present?—Not that I am aware of.

764. If a broad deal can be used for a box, it must occasion less trouble than a narrow one?—Of the deals used by the manufacturers of those boxes, to my knowledge a very large proportion are deals of nine inches wide.

765. Have you been in the habit of visiting the London or St. Katharine's Dock, where those cases are shipped?—No.

766. Have you any further observations to make to the Committee?—I should rather wish to lay before the Committee a statement showing the extremely unequal way in which the duties press on Norway, as being the clearest exposition I can give of my evidence; it is an account of the average or usual dimensions of deals shipped by the several countries in Europe, the cubical contents of each great hundred (120 pieces); showing also the present duty payable thereon, and that which would be payable if the same cubic duty were levied on deals as is now charged on timber; setting forth likewise the great loss the revenue sustains owing to the mode in which the duties are levied, and that the manufactured article now pays a lower duty than the raw material. It show also that the revenue loses 9*l.* 14*s.* 8*d.* on every hundred of deals imported from Archangel, that it loses 8*l.* 5*s.* by every hundred imported from Petersburgh, 6*l.* 14*s.* 2*d.* by every hundred deals imported from Dantzic and Memel, and a small sum on those imported from Gottenburg.

[*The same was delivered in and read, as follows:*]



AN ACCOUNT

AN ACCOUNT of the Average or usual Dimensions of Deals shipped by the several Countries in Europe, and of the Cubic Contents of each Great Hundred (120 Pieces), showing the present Duty payable thereon, and that which would be payable if the same Cubic Duty were levied on Deals as is now charged on Timber; showing likewise the great Loss to the Revenue arising from the present mode of levying the Wood Duties, and that the Manufactured Article now pays a lower Duty than the Raw Material.

N. B.—The duty on the raw material, 2 *l.* 15 *s.* per load of 50 cubic feet, is here taken as the basis. Deals, 16 to 21 feet, 22 *l.* per 120 pieces; 6 to 16 feet, 19 *l.* per 120 pieces.

PLACE of EXPORT.	Average Dimensions of Deals.			Cubic Contents of 120 Pieces.		Present Duty.		The Duty per 120 Pieces, if charged as on Timber, would amount to	The Loss arising to the Revenue, and the difference of Duty in favour of the Manufactured Article, resulting from the successful efforts of the Merchants to evade the Duty.	
	Length.	Width.	Thickness.	Loads.	Feet.	Per 120 Pieces.	Being at the Rate, per Load, of		Per 120 Pieces.	At per Load.
	feet.	*inches.*	*inches.*			£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*
Archangel - -	21	11	3	11	27	22 – –	1 18 1	31 14 8	9 14 8	– 17 11
Petersburgh -	20	11	3	11	-	22 – –	2 – –	30 5 –	8 5 –	– 15 –
Prussia -	19	11	3	10	22	22 – –	2 2 2	28 14 2	6 14 2	– 12 10
Gefle - -	14	10	3	7	-	19 – –	2 14 3	19 5 –	– 5 –	– – 9
Gottenburg -	19	9	3	8	28	22 – –	2 11 6	23 10 9	1 10 9	– 3 6
Norway - -	14 $\frac{1}{2}$	9	3	6	26	19 – –	2 18 3	17 18 7	Here is a gain to Government, a difference in favour of the raw material, of 1 1 5	– 3 3

767. If the 9 *l.* 14 *s.* 8 *d.*, which this statement shows the revenue to lose on the importation of 120 Archangel deals, were imposed upon those deals, do you think the importation could be carried on?—The statement merely goes to show the unequal way in which the duty is levied in reference to timber.

768. The inequality being admitted, what would be the effect of removing that inequality?—If that inequality were removed, and the Archangel deals were to pay a duty proportioned to the quantity of wood, the 21-feet Archangel deals would be excluded from the market. I have no doubt they would bring short instead of long lengths.

769. Would not the consumer, in fact, have a larger freight to pay?—No, the freight being paid on the standard hundred.

770. You state that under the imposition of the duty, which the revenue appears to lose on the Archangel deal, 21-feet deals would be excluded from the market, but that short deals would be exported; why are those shorter deals not exported now?—Because they cannot be exported without a ruinous loss, as they pay a a higher proportionate duty, by which the proceeds are comparatively much reduced.

771. What additional charge would, under this alteration, be imposed upon the longer deals?—If a load of wood, imported in the shape of deals three inches thick and nine inches wide and eight feet long, were to pay the same duty now imposed on timber, it would pay 5 *l.* 5 *s.* 6 *d.* a load; if a load of wood were imported in the shape of deals 12 feet long, it would pay 3 *l.* 11 *s.*; if a load of wood so imported 16 feet long, it would pay 2 *l.* 12 *s.* 9 *d.*; but if a load of wood imported in the shape of deals were to be imported 21 feet long, it pays only 2 *l.* 6 *s.* Hence, therefore, the reason why long deals, where practicable, are always imported is, that in the one case they pay only 2 *l.* 6 *s.*, and in the other 5 *l.* 5 *s.* 6 *d.*

772. Do you mean to say, that if a proportionate duty were placed upon the shorter deals it would have the effect of excluding the longer deals?—What I mean is this, that if the duty were equally levied on deals of all lengths, a proportion of long deals now imported would certainly be excluded, because the shorter deals are more convenient.

773. Is it a necessary effect of admitting the shorter deals at a proportionate duty that the longer deals should be excluded?—No, I do not think the longer would be wholly excluded, but the shorter deals would be consumed in greater

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number, being more convenient. I think that the shorter deals would sell at a proportionately less price, because the cost of production increases in an augmented ratio on long deals.

774. Do you not think the exporter could afford to sell the shorter deals at a somewhat less proportionate price?—Yes.

775. Has not that been always the case?—Yes, it has.

776. If Archangel is only able to sustain the competition in the deal trade by the advantage she possesses in paying the short-deal duty upon her long deals, would not the removal of that advantage disqualify her for the maintenance of that competition?—I should think not.

777. Would she not derive some compensation, even supposing that to be the case, by having the market open to her for the sale of every description of deals?—Most unquestionably.

778. You have stated the expenses of a Norway ship to be 147 *l.* on the voyage, and the expense of a British ship 152 *l.*?—No, not of my own knowledge; I particularly guarded myself by saying that it is not my statement.

779. In your estimation, is 5 *l.* an object that drives the British ship out of the market, and establishes the carriage of the freight wholly in Norway ships?—I have expressly stated, that the reason why the Norway ships are exclusively employed in the Norway trade, in my opinion, is, because they exist, but as they are lost and worn out it will not answer the purpose of the Norwegian merchants to rebuild them; and if an alteration in the duty takes place, which will tend materially to increase the supply from Norway, British ships must be used, for Norway does not possess them in sufficient numbers.

780. Do you think the expense of the navigation of Norwegian ships is as great as that of a British ship?—I should think, excepting the hull, the cost of navigating a Norwegian ship is nearly as great as the cost of a British ship, because their sails and rigging are entirely English; and Mr. Northcote, the gentleman whose name I have given as the authority for that paper, has allowed I see for the comparative cost of victualling the crew.

781. The wages are the same?—The respective wages are specified; and in effecting insurance, I have observed the value on the English and Norwegian ships of equal size to be of the relative amount stated.

782. What was the winter and what the summer rate of insurance on a cargo of deals from Norway during the last year?—Between the end of April and the beginning of July it is about half a guinea per cent.; in the autumn it varies from 30 *s.* to 3 *l.*, as the case may be.

Henry James Prescott, Esq., called in; and Examined.

Henry J. Prescott, Esq.

783. IN what business are you engaged?—In trade, with Sweden principally.

784. During how long a period have you been concerned in the Swedish trade?—During a period of about 15 years.

785. Has the house in which you are engaged been longer concerned in the business?—About 15 years longer.

786. What is the firm of the house?—Rew, Prescott & Company.

787. Have you ever been in Sweden yourself?—I have been twice in Sweden, and remained there about a year each time.

788. Is wood one of the most prominent articles of trade between Sweden and Great Britain?—It has long been the chief article of trade between Sweden and Great Britain.

789. With what port in Sweden does your business principally lie?—With all the ports in Sweden which have business with England.

790. State to the Committee what alterations you have observed in the wood trade between Sweden and Great Britain?—Within the last few years the trade in square timber, or timber in the log, has entirely ceased, and deals of 14 feet in length, in which there formerly used to be an extensive trade, are now imported in very inconsiderable quantities; by which means, among other ports, the two important ones of Stockholm and Gefle, from whence scarcely any but 14-feet deals are shipped, are in a great measure excluded from a participation in the trade.

791. To what do you attribute that change in the trade?—To the partial duties on American wood.

792. What

792. What is the reason that the timber trade has almost entirely ceased, whilst the deal trade has only diminished to a certain extent?—The duty falls heavier on timber than it does on deals, particularly long deals, in which the principal trade with Sweden consists at the present moment.

793. Was the timber trade in the log formerly carried on to any considerable extent?—There was a considerable trade in timber in the log with Gottenburg, Gefle, Stockholm and other ports.

794. Have you any documents showing the comparative state of the timber trade in preceding years?—No. But I have seen this morning a return from the Custom-house, showing the quantities of wood imported from Sweden in each year for the last 25 years.

795. Do you think that if the protecting duty on American timber were increased, and thus the difference between Colonial and European timber were diminished, that that would occasion a considerable increase in the wood trade with Sweden?—That would depend on the amount of the additional duty levied on American timber. If the amount of the duty and freight from America did not exceed the amount of the freight and duty on Baltic timber, I do not imagine it would occasion any material diminution of importation from America, but it would check its increase.

796. Would it occasion any considerable increase of trade with Sweden?—If there were no diminution in the importation of timber from America there would be no room for an increase of trade with Sweden.

797. What amount of protecting duty would, in your opinion, cause an increased export from Sweden?—It would be difficult to state the amount; but if the duties were equalized the trade from America would be very considerably diminished, and the trade from Sweden consequently increased.

798. If the duties on wood, instead of being equalized, were brought nearer to each other by 10*s.* or 15*s.* a load, what effect would that have?—That would hardly place them on the same footing, putting freight and duty together. I do not think that would occasion any diminution in the actual importation from America, though it might check the increase.

799. Do you think if the duty on Swedish timber were lowered 10*s.* or 15*s.*, that on Canadian remaining the same, it would not occasion any increase in the exportation from Sweden—I do not think it would; but it would have a tendency to keep it in its present condition, otherwise I believe that the trade with Sweden would decrease.

800. Will you state to the Committee the grounds on which you arrive at that opinion?—The evidence of that I conceive to exist in the annual and progressive increase which is taking place, under the present system of duties, in the importation of American timber.

801. Do you mean a relative or absolute increase?—An absolute increase, and relative as compared with that of Europe.

802. Have you any note of the prices at which timber can be afforded in Sweden?—I have not. I can state the actual shipping prices at the present moment. The price at Gottenburg of timber in the log is about 25*s.* per load of 50 cubic feet. The timber from Sundswall, in the Gulf of Bothnia, is from 16*s.* to 17*s.*

803. Is that timber of equal quality?—It is of about the same quality.

804. Of how many inches square, and what average length?—I cannot state the dimensions.

805. Do you think that Gottenburg, supposing she cannot afford to ship timber under 25*s.*, can ever compete with the Prussian or Russian ports, which export timber of longer lengths and of larger dimensions at about 20*s.* to 21*s.* a load?—Only in the event of a greater demand in this market, and a consequent rise of price.

806. The principal export of Sweden has always consisted rather of deals than of timber in the log?—Within my experience deals have been the chief export from Sweden to Great Britain.

807. Has not the import of 14-feet deals, to which you have referred as coming from the ports of Stockholm and Gefle, been materially interfered with, not only by the lower rate of duty to which American deals are subject, but also by the peculiar mode in which the English tariff is adjusted, subjecting them to the same duty as if they were 16 feet long?—I apprehend it has.

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808. If a proportionate duty only were put on the 14-feet deals, which is 14-16ths of the duty to which 16-feet deals are subject, do you not think the effect will be to restore a considerable portion of the import from the ports referred to?—I have no doubt it would.

809. The deals from Stockholm and Gefle are of superior quality to those from Gottenburg, are they not?—The deals from Gefle are more highly estimated than any others; and the best of the Stockholm deals nearly approach those of Gefle.

810. Can you state to the Committee the comparative quality of timber and deals produced in and exported from Sweden with those produced in and exported from other ports?—Square timber, or timber in the log, from Sweden used to rank between American red pine timber and Memel timber at the time of the greatest extent of trade in that article, but the last timber imported from Sweden into London was sold at a little less price than the best American red pine timber. The long deals which come from Gottenburg and from Sundswall are inferior to Christiania and to Memel deals, but superior to any kind of deals from America.

811. When Memel timber, second quality, was selling at 100*s.* a load, what price would Gottenburg timber command in the market?—Ninety-two shillings and sixpence to 95 *s.*

812. Being subject to the same duty?—Yes.

813. What would be the price of red pine proportionately to that, supposing Memel timber to be 100 *s.* and Gottenburg 92 *s.* 6 *d.*?—At the time I allude to, I think red pine would have been selling at about 85 *s.*; but I am aware that red pine has latterly rather improved in estimation.

814. Supposing red pine had been subject to the same duty as Memel or Gottenburg timber, what price in the market do you think it would have commanded?—Provided the supply was the same, the price would have been the same as the red pine under the actual circumstances.

815. Do not you think the price of red pine in the market was somewhat governed by the cost at which it could be introduced into this country in consequence of its paying a lower duty?—If the duty were raised upon American red-pine timber, I imagine the importation would be checked.

816. Supposing the red pine grown in the Colonies brought to this market paying the same duty as Baltic timber, what price do you think it would have commanded in this market, taking into consideration its quality?—I do not see that that would have had any effect upon the price, except by operating upon the supply.

817. State generally your views with respect to the state of the timber trade between this country and Sweden?—With regard to the power of Sweden to furnish an increased supply of wood upon an increase of demand, and a consequent rise of price, I conceive the importation of wood from Sweden would be increased in proportion to that rise of price, and that to an extent to which I cannot assign a limit. Thus, if there was a rise of price of 10 per cent., there would be, not a sudden, but a gradual and moderate increase of the importation, and in proportion to every further advance of price there would be an increased importation, although perhaps in a diminishing ratio. There are very extensive forests in the interior of Sweden, particularly in the provinces of Dalecarlia, Jämtland, Angermanland, West Bothnia, and even in the southern parts of Lapland, in which no timber has been ever felled, because at the present prices prevailing at the ports of shipment the cost of transport would not be covered. As an evidence of the power of Sweden to increase her supply, I may remark that during the war, at the period when the trade with other ports was interrupted, particularly in the years 1809 and 1810, the exportation of timber and deals from Sweden was more than five times what it is at the present time; but it must be observed that the price was from three to four times as high.

818. Can you state what the rise of price was from the year 1807, as compared with the price in 1809 and 1810, in the London market?—I am unable to do that; I was not then in the trade; but I have been told that at that time the price of Gefle deals, which are now 38 *l.* per hundred, was 120 *l.* per hundred.

819. Although at the period referred to the duty was much lower than it is at present?—I believe the duty was doubled in 1811.

820. When you speak of a rise in price of 10 per cent., you mean a rise in price of 10 per cent. upon the price in Sweden?—Yes.

821. Not 10 per cent. upon the price in England?—No, in Sweden.

822. A rise in price of 10 per cent. in Sweden would not be more than a rise in price of two or three per cent. in England?—Scarcely so much.

823. What

823. What would it be?—A rise of price of 10*s.* in timber, which would be 10 per cent. on the price in England, would be a rise of 50 per cent. on the average price in Sweden.

824. So that for every one per cent. advance on the price in England there would be an inducement of five per cent. on the price in Sweden to enable the Swedish grower or proprietor of timber to bring down the timber?—Exactly so

825. What is the state of the forests in Sweden, as you have observed them? Is it necessary to go to a very considerable expense to increase the amount of timber floated down the rivers?—Every addition to the demand for timber from Sweden obliges the producers to go to a greater distance to procure it, whereby the labour, and consequently the cost of transport, is so much increased. They are likewise subjected to the expense of cleansing the streams, which throughout nearly the whole of Sweden, until they are cleansed, do not admit the floating of timber.

826. Is the proportion of trees fit for felling considerable, with reference to the whole number in the forests?—I cannot answer that question with accuracy, but I believe not above perhaps five per cent. of the trees, or scarcely so much as that.

827. When the trees are cut for the purpose of sawing into deals, it is not an entire sweep that is made of the forest, but a large number of trees are left growing?—By far the greatest number are left growing.

828. To whom do the forests belong; to the crown or to individuals?—All the uninhabited tracts of country belong to the crown.

829. Does the crown let them to individuals?—They are let to individuals at a mere nominal charge.

830. What is the shipping price of 100 deals at this time in the foreign market?—I am unable to state that. They are shipped principally on consignment to this market; entirely so to my house.

831. What are the net proceeds here of 100 of Gottenburg deals, the standard hundred?—I should think they would yield by the Petersburgh standard about 5*l.*

832. Are you of opinion that a rise of 10 per cent. in Sweden in the price of deals would bring forward an additional supply to a very great extent?—Not to a great extent.

833. Supposing a rise of 20 per cent. on the price, would not that bring forward a very great additional aggregate supply?—I should say a rise of 20 per cent. would encourage a moderate supply.

834. What proportion, as compared with the total import of deals from Sweden now?—Perhaps an increase of 10 to 20 per cent. on the supply.

835. A rise of price of 20 per cent. would stimulate an additional supply of 10 per cent.?—Yes; if I might hazard an opinion, I should say about 10 per cent.

836. Supposing a rise of price of 30 per cent. or 40 per cent.?—The supply, I imagine, would increase, but always in a diminishing ratio.

837. It was stated by a witness the other day connected with the Swedish trade, that the whole supply from Sweden could not exceed 20,000 loads annually; do you concur in that opinion?—I do not; I think a very great rise of price would bring almost an unlimited supply.

838. Did not a great increase of supply take place from Sweden during the years 1809, 1810 and 1811, in consequence of a great rise of price which took place in this market?—As I have before observed, the importation into Great Britain was at that time more than five times the present amount.

839. As compared with the supply previous to the expedition to Copenhagen in 1807, did not a very great increase of supply take place from Sweden during those years when Sweden had almost a monopoly of the trade?—There did; in consequence of the rise of price a very great increase took place.

840. Are there increased facilities for internal communication at present in Sweden?—There are no increased facilities for the transport of wood, that I am aware of.

841. The opening the communication with Lake Wennern is that referred to?—The Trollhätta Canal, through which timber and deals are conveyed in their passage from Lake Wennern to Gottenburg, was formed about 40 years ago. The Götha Canal, which has been recently constructed, is between Lake Wennern and Lake Wettern, and between Lake Wettern and the Baltic; but I do not think there is any timber transported along that line.

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842. The production of deals in certain parts of Sweden has been much increased during the last 20 years, has it not, Sundswall for instance, and sent from thence improved in manufacture?—Sundswall is comparatively a new market for the supply of deals.

843. In 1809 and 1810 you state that the price of timber was from three to four times as great as it is now; do you speak of the price in Sweden?—I spoke of the price in England.

844. Can you state the proportion which the price in Sweden at that time bore to the price in Sweden now?—I am unable to do that.

845. It would be more than four times?—I have no doubt it would.

846. If there was then no encouragement to fell trees in the forests, should you suppose that a rise of price of 10 to 20 per cent. would encourage the supply from those forests now?—Those countries were scarcely settled then; the population had scarcely extended to those provinces from which Sundswall is chiefly supplied with wood.

847. Are the imports of wood to this country from Sweden paid for entirely by the exports of British manufactures and Colonial produce to Sweden?—No; part are paid for by drafts from South America.

848. What proportion, in your opinion, are so paid for?—I am unable to state the proportion.

849. What! are the drafts from South America remitted in return for our manufactures sent to that country?—The bills drawn from Sweden upon the houses here receiving the produce of Sweden are remitted to provide for the drafts from South America, from whence Colonial produce is shipped for the supply of Sweden.

850. What is the difference of freight at present for the load of timber between Gottenburg and London, and Memel and London?—I believe the freight on the load of timber from Memel is about 18*s.*, and from Gottenburg about 12*s.*

851. The difference in freight is about 6*s.* The quality of Gottenburg timber in the log being inferior to that of timber in Prussia in the log, how is it that Gottenburg asks a higher price for timber in the log at present than Memel asks; the price at Memel of timber in the log being only about 21*s.*, whereas you state that the price at Gottenburg of timber in the log is about 25*s.*?—They may not be held in the same relative estimation in other markets. Gottenburg timber has ceased to be an article of importation in this market.

852. Do you mean to say there are markets in which the price of Gottenburg timber is higher than the price of the second Memel timber?—I think that is by no means impossible; but it may be observed, that the difference in price is more than compensated by the difference in freight.

853. Is the importation of deals from Sweden carried on principally in British or Swedish ships?—It is carried on in British, Swedish and Norwegian ships. I am unable to state the exact proportions; but on the authority of the Swedish consul in London, I can say that the amount of tonnage of British ships employed in general trade with Sweden is greater than that of Swedish ships.

854. In what ships is the trade with Gottenburg carried on?—Principally in British and Norwegian.

855. There are very heavy duties on British manufactures imported into Sweden, are there not?—There are some few articles of British manufacture prohibited in Sweden, but by far the greater number are admitted at duties varying from 5 to 33 $\frac{1}{3}$ per cent.

856. Is 33 $\frac{1}{3}$ per cent. the highest rate of duty levied on any articles of British manufacture?—By the tariff of 1830, at present in force, no manufactured articles are charged with a higher rate of duty than 33 $\frac{1}{3}$ per cent., except bread, beer and manufactures of brass.

857. Can you supply the tariff?—I can, on a future day. The tariff of 1830, at present in force, is about to be superseded by one which has just past the Swedish Diet; it has not yet arrived in London, but I am told it is much more liberal than the existing tariff.

Martis, 23° die Junii, 1835.

THE RIGHT HON. CHARLES POULETT THOMSON,

IN THE CHAIR.

Henry James Prescott, Esquire, called in; and further Examined.

Henry J. Prescott, Esq.

23 June 1835.

858. HAVE you provided yourself with the Swedish tariff of duties at present in force?—I have brought the tariff of duties issued in the year 1830, which will be in force to the end of the present year. A new tariff has just passed the Swedish Diet; but it is undergoing the revision of the King of Sweden, who has by the constitution the power to reduce the amount of duties at his pleasure, although he has no power to raise them.

859. That is a general power exercised by the King of Sweden over the present tariff, and over every tariff?—It is.

860. You state that the tariff which you hold in your hand has already been superseded by a fresh tariff which has passed the Diet, and is about to come into force?—The new tariff will come into operation in the beginning of 1836.

861. Have you received any copy of that tariff?—It is not yet issued. It awaits the sanction of the king, and will probably not be published before next August or September.

862. Are you acquainted with the alterations made in the duties on the principal articles in that tariff?—I am not specifically acquainted with them, but I am informed that the restrictions are fewer, and the duties on manufactured articles generally lower than in the present tariff.

863. Has the quantity of shipping belonging to Sweden increased or diminished of late years, within your knowledge?—It has been progressively diminishing; I have a statement of the number of ships belonging to Sweden, and their aggregate tonnage in each year, from the year 1828 to the year 1833 inclusive.

864. Will you be so good as to read that?—In the year 1828 there were 759 ships, measuring 100,170 tons; in the year 1829, 701 ships, of 90,460 tons; in 1830, 704 ships, of 90,350 tons; in 1831, 671 ships, of 88,320 tons; in 1832, 650 ships of 85,000 tons; in 1833, 639 ships, of 83,860 tons. This is extracted from the annual reports of the Swedish board of trade to the King of Sweden. I have a further statement of the number of ships belonging to the port of Stockholm, and their aggregate tonnage in each of the three years, 1826, 1831 and 1835, at the commencement of each year. In 1826 there belonged to the port of Stockholm 211 ships, of 34,330 tons; in 1831, 171 ships of 27,750 tons; in 1835, 127 ships, of 20,270 tons. This is extracted from the Stockholm printed list of ships. In the reports of the board of trade and the Swedish shipping list, the measurement of the ships is stated in Swedish lasts, which in the above statement I have converted into tons, two tons being equal to one last.

865. Is not a Norwegian ship considered as a foreign ship in Sweden?—Yes.

866. So that the increase of Norwegian tonnage to the decrease of the Swedish tonnage, may in some measure be the cause of the altered proportions which you have stated?—The employment of Swedish shipping may possibly have been superseded by the employment of Norwegian shipping, although I believe that the shipping belonging to Norway has likewise diminished of late years.

867. Do you know in what proportion the deals imported from Sweden to this country have been imported in Swedish and in British ships?—I do not know the proportion, but the trade is carried on in the ships of both nations, as well as in Norwegian ships.

868. During the period in which you have stated that the number of ships and the tonnage of the Swedish ships has decreased, has the importation of Swedish deals progressively and simultaneously decreased?—I have here the returns from the Custom-house of the importation of Swedish deals into the United Kingdom. The average amount of the importation of deals seems to be rather diminished in the last three years, as compared with the three years beginning with 1828.

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869. And the importation of timber has almost entirely ceased?—In 1834 the importation of timber was 297 loads; in 1828 it was 1,563 loads.

870. The importation of deals has somewhat increased since 1828?—The year 1828, as compared with 1834, shows rather a less importation of deals. That of the year 1828 was 3,123 great hundreds; that of 1834 was 3,591 great hundreds; that is an increase on one of those years compared with the other; but in the three years taken together, 1828, 1829 and 1830, the importation exceeded that of the three years ending with 1834.

871. Will you give the aggregate of the three years 1828, 1829 and 1830, and of the three years ending with 1834?—In the three years ending with 1830, the total importation of deals was 9,167 great hundreds. That of the three years ending with 1834, was 8,655 great hundreds.

872. Are not British manufactures sent to Sweden by way of Hamburgh?—Considerable quantities of British manufactures are shipped at Hull for Hamburgh, to be conveyed to Sweden by way of Lubeck, and consequently do not appear among the entries at the Custom-house, as going to Sweden.

873. Can you give any idea of the quantity so shipped?—I am not able to give any report of the amount.

874. Is there any other indirect channel by which British manufactures are transmitted to Sweden?—There are shipments of manufactures made, I believe, to Denmark, principally of goods which are introduced into Sweden by contraband traders.

875. Does that go to any extent?—It is impossible to estimate the extent of such a trade. The goods thus introduced are prohibited articles.

876. What are those articles?—Principally woollen cloths.

877. What are the articles which are sent by way of Hamburgh?—Various articles, but chiefly cotton twist and other Manchester goods; likewise woollen stuffs from Leeds and Huddersfield.

878. Are there many descriptions of British goods prohibited by the tariff of Sweden?—Not a great number.

879. What are they?—The principal are woollen cloths, refined sugar, plain calicoes, printed earthenware and some few others which I do not immediately remember.

880. Are not articles of steel and iron prohibited?—Not universally; some articles of iron and many of steel are admitted.

881. Hardware generally is not prohibited?—Manufactures generally of copper and brass, and a proportion of those of iron and steel, are admitted.

882. Has the King of Sweden the power to remove any of those prohibitions?—I believe he has; but not to levy a duty in lieu of a prohibition. He has no power to impose a duty, or to increase one established by the Diet.

883. Then if he were to exercise that power of removing a prohibition, he would be compelled to admit the commodity duty-free?—Yes.

884. But he possesses the power of reducing the duty to any extent, so as to make it a nominal duty?—To any extent he pleases.

885. Are you aware of any instance in which he has exercised that power recently?—No, I do not call to mind any.

886. Are you not aware of his having done so in the case of tea lately?—I have not heard of that.

887. As to the power of supplying timber which Sweden possesses, is there any ascertained calculation of the extent of forest land in the country?—I have referred on that subject to Forsell's Statistics of Sweden, where I find it stated, that the total extent of forest land in Sweden is 2,200 Swedish square miles, which is equal to about 100,000 English square miles.

888. Have you any further observation to make upon the state of the timber trade?—It does not occur to me, that I have any more facts to communicate relating to the Swedish timber trade, which would be interesting to the Committee. Should either the duty on Swedish timber and deals be diminished, or the duty on American timber and deals be increased, I have no doubt that a favourable influence would be produced on the trade with Sweden, both as regards the importation of wood as well as the exportation of British manufactures to that country; that is to say, in the event of the alteration of the duty being made to a sufficient extent.

889. What do you call a sufficient extent?—Such an alteration as would place Sweden at least on the same footing as Canada, taking duty and freight together.

890. What

890. What would that be?—A duty I conceive of about 40 *s.* on American timber, and something in the same proportion upon deals, supposing the Swedish duty to remain as it is. But should no alteration take place, I do not imagine that the importation of Swedish wood would remain so large or nearly so large as it is at present.

891. Would raising the American duty to 40 *s.* make that provision for the difference of freight which you have said that it would be your object to obtain?—At the present prevailing freight, I think it would about attain that object.

892. What is the rate of freight from Sweden?—The rate of freight from the northern ports of Sweden would be about 18 *s.* per load of timber.

893. What from Gottenburg?—About 12 *s.* Thus the mean rate between Gottenburg and the northern ports would be about 15 *s.*, but the average rate of freight from all the ports taken together, would be nearer 18 *s.* than 15 *s.*

894. What is the rate from the North American provinces?—I believe it is about 35 *s.*, but I am not conversant with the American trade.

895. How do you provide for that difference, if you do not know what the rate of freight from America is?—I can only make a proximate statement. I have been informed that the highest rate of freight paid on timber from Quebec this year has been 40 *s.* per load, and the lowest 38 *s.*, while as low as 32 *s.* has been paid from Miramichi, and not higher than 34 *s.*

896. Suppose the American freight to be 40 *s.* and the Swedish 15 *s.*, the difference would be 25 *s.*?—Yes, on that supposition.

897. Raising the American duty to 40 *s.*, while the Swedish duty was 55 *s.* would leave a difference of 15 *s.*?—Yes.

898. Do you conceive it as much for the interest of this country to trade with a country which prohibits a great variety of our manufactures, as to trade with our colonies?—I should think it was to the interest of the consumer of the commodity, that is, of the whole community, that timber should be imported from those countries where it can be obtained cheapest and best.

899. Are the duties high on those articles which are imported from this country to Sweden?—As I have before stated, the duties vary from 5 to 33 ⅓ per cent., except upon three articles, beer, bread and manufactures of brass, which are liable to a duty of about 50 per cent.

900. What is the duty on salt?—The duty on salt is 12 skillings banco per barrel, or about 25 per cent.

901. Is it not the practice with English capitalists to make advances upon the security of saw-mills and other property of that description in Sweden?—I do not think that it is at all a general practice.

902. Is it one that has fallen within your knowledge?—I never knew an instance of such an advance being voluntarily made. A merchant having come under an advance to parties in Sweden, may have been willing to take the security of a saw-mill, in default of ready payment of the debt.

903. Do you know that that case which you put hypothetically has occurred to any considerable extent?—It has happened to the house in which I am concerned to take security in saw-mills.

904. Then in that case there is a direct interest in increasing the importations from Sweden, in order to obtain a return for those advances?—Such a house has, no doubt, an interest in encouraging the trade from Sweden, in order to give a greater value to that property upon which its money is secured.

905. But the Committee understand you to say, that this advance was incurred, not deliberately and voluntarily from the beginning, but that the saw-mills were taken as a security for a debt which would otherwise have been unpaid, or greatly at hazard?—Exactly so.

LIST of the principal *British* Articles imported into *Sweden*, with the Import Duties levied thereon.

	R.dols. sk.				
Lead, unmanufactured	2	24	per shippound, or about	5	per cent.
manufactured	12	—	ditto	20	—
Black-lead	—	32	lispound	25	—
Books	—	—	free.		
Files	—	—	ad valorem	10	—
Watch springs	6	—	per lb.	15	—
Flints, manufactured	—	1	100	5	—

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	R.dols.	Sk.				
White-lead	—	2	per lb.	—	or about	20 per cent.
Red-lead	—	1	— d°	—	—	12 ½ —
Cotton twist, not above No. 25	—	8	— d°	—	—	16 ⅔ —
— above	—	5	— d°	—	—	6 ¼ —
— coloured, Turkey red	—	8	— d°	—	—	6 ¼ —
— ditto all others	—	12	— d°	—	—	12 ½ —
Litharge	—	1	— d°	—	—	10 —
Razors	—	16	each	—	—	25 —
Knives, pen	—	8	d°	—	—	25 —
— other sorts	—	—	ad valorem	—	—	33 ⅓ —
Copper manufactures	4	—	per lispound	—	—	33 ⅓ —
Chalk	—	10	— barrel	—	—	10 —
Lacquered ware	—	—	ad valorem	—	—	25 —
Leather	—	8	per lb.	—	—	25 —
Needles	—	16	— 1,000	—	—	10 —
Earthenware, plain	—	2	— lb.	—	—	33 ⅓ —
Salt, rock	—	12	— barrel	—	—	20 —
Scissors	—	—	ad valorem	—	—	33 ⅓ —
Lace, all kinds	—	—	ditto	—	—	25 —
Coals	—	16	per barrel	—	—	20 —
Coal tar	—	36	— ditto	—	—	10 —
Stockings, silk	—	24	— pair	—	—	15 —
— cotton	—	16	— d°	—	—	25 —
Cast steel	1	—	— 100 lb.	—	—	6 —
Tin, unmanufactured	—	22	— lispound	—	—	5 —
— manufactured	—	10	— lb.	—	—	33 ⅓ —
Oil of vitriol	—	1 ½	— d°	—	—	20 —
Cambrics	—	6	— ell	—	—	20 —
Corduroy	—	10	— d°	—	—	25 —
Dimity	—	8	— d°	—	—	20 —
Jaconette	—	6	— d°	—	—	15 —
Muslin	—	6	— d°	—	—	15 —
Jean	—	8	— d°	—	—	16 ⅔ —
Kerseymere, white	—	24	— d°	—	—	15 —
— black	—	32	— d°	—	—	20 —
Bombaset and Bombasin	—	3	— d°	—	—	15 —
Camlet	—	4	— d°	—	—	15 —
Merino	—	6	— d°	—	—	16 ⅔ —
Steam engines	—	ad valorem		—	—	15 —

The annexed is extracted from the Swedish Tariff, published in Stockholm in the year 1830, to take effect from and after the 1st January 1831, by

London, 23 June 1835. *H. James Prescott.*

William Bateman, Esq., called in; and Examined.

W. Bateman, Esq.

906. IN what business are you engaged?—I am in the Baltic trade generally, but chiefly the agent of Memel and Dantzic houses.

907. Can you give the Committee some information on the Prussian timber trade?—Yes, I have been engaged in the trade for the last 12 or 13 years, and in fact was brought up in a counting-house in that line from a boy. Any particular questions that might be desired to be asked, I would have great pleasure in endeavouring to answer.

908. Have you been yourself in those countries?—No, I have not, but I have had frequent opportunities of communicating with those that have.

909. Will you state to the Committee in what manner you consider the Prussian timber trade to have been affected by the present scale and discriminations of duties?—I should say with regard to timber, the duty on Baltic timber being more than five times as much as that on Canada timber, tends to cramp the Baltic trade; but with regard to deals, I think the present rates of duties are desirable, because they enable the consumer to receive the deals at about the same price per cubic load as that at which they receive timber of the same quality, and a proper competition is thus kept up between the different countries that supply deals.

910. Is not the present scale of duties upon deals very advantageous to the Prussian merchants?—Of course; if the duty were fixed upon such a scale that the shorter deals would pay a less duty, the Prussian deals would necessarily be driven out of the market, and therefore, in so far it may be considered favourable to the Prussian trade. The Russian trade would be more affected by any change than

than the Prussian, because the average length at which Prussian deals are delivered is 18 feet, whereas the Russian deals can be delivered at 20 feet, and often even at 21 feet. The timber merchants also tell us, that the Norway deals being of such good quality, if they were allowed to be imported at a lower rate of duty, they would drive the others out of the market.

911. The consumer would be under the disadvantage of having the best article at the cheapest rate?—Of course, if the duties were altered the consumer would get the article lower, provided there were no advance of prices; but it stands to reason that if there were no competition, there would be a considerable rise in the price of Norway deals; the present scale of duties tending to keep up the proper competition between the different countries.

912. You say that if the duty on short deals were lowered—is not the duty upon short deals, according to the cubical contents of such a deal, nearly double as much as the duty upon a long deal at present?—The duty upon a 12-foot deal I can give exactly by a reference to a paper which I have; the duty upon a 12-feet 9-inch deal, and they are chiefly 9-inch which are brought of that length, is 11 *l.* 12 *s.* 3 *d.* per standard hundred.

913. What is that per load?—I suppose that would be nearly 3 *l.* per load, or perhaps rather more.

914. Would it not be 3 *l.* 10 *s.* per load?—Very likely it would; I have no calculation of the cost per load.

915. What would be the duty upon the 18-feet by 9-inch deal?—That is 8 *l.* 11 *s.* 1 *d.* per standard hundred.

916. How much is that per load?—I suppose about 2 *l.* 10 *s.* a load, or 2 *l.* 12 *s.*; if it were 18 feet 11 inches, it is 7 *l.* per standard hundred, and 2 *l.* 2 *s.* 5 *d.* per load.

917. And if it were 9-inch, would it not be 2 *l.* 14 *s.* 4 *d.* per load?—I think it it would be about 2 *l.* 12 *s.*

918. So that in fact a 12-feet deal would pay between 14 *s.* and 16 *s.* per load more than an 18-feet deal?—Precisely, no doubt it would.

919. Which being 14 *s.* to 16 *s.* upon 60 *s.*, makes about 25 per cent. more duty that the one pays than the other, according to its cubical contents?—No doubt that is the case; the shorter deals labour under great disadvantage according to the present scale of duties. The only thing which the timber merchants think advantageous to the trade is, the competition which is kept up between the different countries, which prevents an improper rise in the price of the article in any particular country. It is presumed that if those deals were allowed to be brought here from Norway at a more advantageous rate of duty, that the voyage being so extremely short, they could be sent over in any quantities, in vessels that could hardly be called ships; that they could be floated over in summer merely in rafts, and sent over in such quantities as would destroy the trade of other countries.

920. Do they come over now in rafts?—They do not, because the present rate of duties would not render it desirable; but they would then send them over in the summer and in the fine time of the year, and take advantage of the more advantageous rate of duty that may be levied.

921. Is there a single instance in the memory of man of a raft coming from Norway to Great Britain?—A raft came from America bringing about 5,900 loads of timber, and therefore there is no question that wood could be brought from Norway in that mode.

922. When you say the trade is of opinion that the present scale of duties is the most advantageous, do you understand that the Swedish and Norwegian merchants are of that opinion?—The Swedish merchants are of that opinion; but when I speak of the trade, I speak of the merchants in London, those gentlemen who keep yards for the purpose of selling deals of different descriptions.

923. Are you not aware that the deal merchants, properly so called, that is, the dealers in deals, are greatly opposed to taking the duty by the cubical contents, inasmuch as they think it would interfere with their profit?—I have never heard any of them express such an opinion; but of course I cannot tell their secret motives. I have frequent communication with gentlemen in that line, and they have invariably expressed to me the opinion that I have now mentioned, they seem decidedly against any change in the present rates.

924. But you do not know the motive that they have in that?—It seems to me that they wish to have the different kinds of materials put into their yards at about the

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same terms, so that their customers may choose what they would like best, and receive them on about the same terms.

925. You stated that owing to the difference in duty between the 12-feet deal and the 18-feet deal, between 14*s.* and 16*s.* more is charged upon the one than upon the other; must not that enter into the price of the short deal to the customer, must he not pay that 14*s.* to 16*s.*?—No. I conceive that comes out of the pocket of the shipper, because the competition will prevent those deals from fetching a higher price on account of their short length.

926. Do you think that the effect of changing the duty and making it equal according to the cubical contents, would be to raise the price of the short deals to the extent of 14*s.* to 16*s.* per load?—I should think it would most likely have that effect, because they would have no competition; it would be impossible for the Prussians and Russians to introduce their deals in competition with the Norwegians, who lie so much more advantageously as regards position.

927. Would there not be competition among the Norwegians themselves?—No doubt there would be competition there as there is everywhere else, and it is merely conjecture as to what would be the effect of it; it is impossible for any man to tell whether such competition would bring the price down.

928. Does it seem to you to be a matter of possibility that there would be such a demand for the Norwegian timber without multiplying in Norway the number of those who supplied it, and thereby reducing the profit and the price?—I think that competition might do a little, but that it would not do away with the whole of the profit. I think they would get a higher price than they do at present for their deals if there were no competition with other countries; one country competing with another is, I should think, the most legitimate competition that can be raised.

929. You think that they would consult the common interest and restrict the supply?—I should think so.

930. Are you aware what is the freight of deals, reduced to the timber calculation per load from Norway?—No, I am not at all acquainted with the Norway trade; but I presume it is very much less than from the Baltic, because of the distance being so exceedingly less, and their ships being usually of very large burthen, which can always sail on better terms than small ships.

931. Are you aware of the difference between the freight from Norway and the freight from Memel?—I have never had occasion to inquire the freight from Norway; but I presume that it could not be more than two-thirds of the freight from Memel.

932. What is the freight from Memel?—Fifty-one shillings per standard hundred.

933. What would that be per load?—Seventeen shillings, in the way they calculate.

934. If the freight from Norway was 12*s.*, that would be a difference of 5*s.* a load of timber; why, then, do you think it necessary, in order to keep the relative proportions, whilst the difference between the freight arising from the distance is only 5*s.*, that there should be a difference of between 14*s.* and 16*s.* in the duty. Is not that much more than is necessary, three times what is necessary, in order to equalize the expense attending the different distances?—I have no doubt that Norwegians have this very great advantage of having the article nearer the ports from which it is shipped than the people in the Baltic have; for instance, at Memel and Dantzic the timber and deals have to be brought from Galicia and Volhynia chiefly, which are at a most enormous distance from the shipping ports; and, therefore, if the Norwegians have not to bring them so far, which I presume is the case, they have that great advantage over the Baltic ports.

935. Then when you speak of the necessity of taking into account the distance, and making up for the increased expense of distance by a duty, you do not speak of the distance from the shipping ports, but you speak of the distance from the forests?—I now speak of the distance from the forests; we were before speaking of the distance from the different countries to Great Britain.

936. Can you state to the Committee what the effect has been, with reference to timber, upon the Prussian trade of the present scale of duties?—I should say that the Canada timber at the present rate of duty is imported to a very great advantage over the Prussian timber, because it has been selling during the last year, and for a year or two previously I believe, the red pine timber I mean, which is the only

only quality that comes into competition with the Baltic timber, has been selling at about 95 *s.* per load. I believe that has not been the average price at which Canada timber has been selling for some years, but that was the price last year. I believe it has recently fallen a little, but during the whole of last year and the year before, the general price was 95 *s.* per load; now the freight is usually from 38 *s.* to 40 *s.* and the duty is 10 *s.* and the charges 5 *s.*, which leaves the first cost of 40 *s.* a load; whereas the average price at which Baltic timber has been selling for the last 12 years, including a quality very much superior to the red pine, (which we call the Crown timber,) is for Memel timber 1 *l.* 3 *s.* 10 *d.* and Dantzic timber only 19 *s.* 1½ *d.* per load; so that the Dantzic timber, which is considered by many of rather a better quality than the Memel, has been imported for the last 12 years under 20 *s.* a load. The regular importers have paid that for it, and those are the prices at which I have effected very large sales myself.

937. Will you state what Dantzic timber sells for here, and then deduct the charges as you have done for Canadian timber, showing what it would leave at Dantzic?—The average price would be about 22 *s.* per load; there are two qualities; the best Dantzic timber sells at about 5 *l.* 2 *s.* 6 *d.* a load in the open market, and the second quality at about 4 *l.* 17 *s.* 6 *d.*

938. Is the second quality of Dantzic equal to the Canadian red pine?—It is a different article altogether; the Canadian red pine is considered I believe to be intrinsically of a very good quality, but it is not thought to be so durable as the other, although fine clean timber; but its conversion causes a great loss; and therefore it does not fetch so high a price as the Baltic timber.

939. That which sells for 5 *l.* 2 *s.* 6 *d.* as compared with that which sells for 95 *s.*, are they of equal quality?—I spoke to a broker yesterday upon the subject, and he was of opinion that the quality differs very little, but that the Canadian timber being so badly manufactured that there is a great loss in the conversion, consequently the consumer cannot afford to give so high a price for the Canadian timber in its present state as for the Dantzic, in which there is no loss upon the conversion.

940. But on the other hand, with Canada on the one side and Memel on the other, the 95 *s.* Canadian and 102 *s.* Baltic is about equal?—I believe so; but those who sell the goods wholesale, as I do, know very little about the intrinsic quality; it is the broker and the timber merchant who can give the best information upon that subject.

941. Your opinion about the comparative quality is derived from conversations with brokers and those acquainted with the subject?—Yes.

942. Does the Dantzic red pine fetch a higher price than the Canadian red pine?—It does, and that higher price they tell me is owing to its better manufacture, by which there is no loss in the conversion of the Dantzic red pine.

943. State to the Committee what are the net proceeds rendered to the Memel merchant and what are the net proceeds rendered to the Canadian merchant after all the charges paid, for what you have stated to be pretty nearly the same quality of timber?—At the rates which I have mentioned, the Canadians would get 40 *s.* per load and the Memel and Dantzic people would get about 22 *s.* per load.

944. Will you give the deductions to which it is liable?—In the sum of 5 *l.* 2 *s.* 6 *d.* there is 18 *s.* freight, the duty 55 *s.*, and the charges are 5 *s.*, that is 3 *l.* 18 *s.*, which leaves 1 *l.* 4 *s.* 6 *d.* upon that quality. Then there is an inferior quality, which would fetch less by 5 *s.* a load, which is 4 *l.* 17 *s.* 6 *d.*, and from 4 *l.* 17 *s.* 6 *d.* if you take 3 *l.* 18 *s.* that leaves 19 *s.* 6 *d.*; the average of the two is 22 *s.*

945. Then you make it that the Canadian receives 40 *s.*, and the Memel merchant 1 *l.* 4 *s.* 6 *d.*, for timber which is nearly of equal quality?—Exactly. As far as I am informed, there is no fault to be found with the quality of the Canadian timber, except as regards its durability; and its lower price is owing to the loss in conversion.

946. Does not durability enter very considerably into the value of timber?—One would suppose so; but as people buy for the day, and builders put up houses merely for show, they do not care about the durability of the timber; it does not matter much to them.

947. Are you acquainted with the relative qualities of American red pine and Baltic timber?—No; I have already stated that my business is to sell timber wholesale; but I state that what I am now saying is information derived from others,

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and that brokers and yardkeepers, so called, who sell to the consumers, are the persons from whom information as to the quality of the goods is best ascertained.

948. Do you find anything approaching to concurrence of opinion upon that point which you have stated as to the relative qualities of the two descriptions of timber?—I think that persons agree pretty well upon it, as far as I know.

949. You speak of the red pine?—I do; the yellow pine is out of the question, it is a different article altogether.

950. You have stated that the difference in return to the shipper in Memel and in Canada for the red-pine timber is about 22*s.* and 40*s.*; what would in your opinion be the effect of an alteration of the present protecting duty upon Canada timber from 10*s.* to 15*s.*?—If there were an additional duty laid of 10*s.* a load upon Canada timber, it would increase the supply of Baltic timber very materially.

951. Supposing that 10*s.* were taken off the Baltic timber, without anything being added to the Canada, what would be the effect of that?—I should think there would be very little difference in the effect; but I understand there is a stronger feeling in favour of an addition to the duty on Canada timber than a diminution on the Baltic timber, because of the present value of the buildings already erected.

952. Is that feeling among the timber merchants, or among the consumers of timber?—I never came into contact with the consumers at all, and therefore I cannot tell; but I should think that the consumers are more interested in the matter than the timber merchants. By consumer I presume is meant builder.

953. Every man who builds a house, or has a house or even a box?—They would be certainly very much interested in the value of their property not being diminished, which would be the case if the duty were taken off.

954. Are you aware that the consumers that have been described have ever expressed an opinion upon the subject?—I have no contact with the consumers, and therefore speak only what the timber merchants say upon the subject.

955. If a person wants 2,000 loads of timber at the present moment, is he able to buy that in the market, either of Prussian timber or of American timber?—Of American timber I know nothing; I have no connexion with America whatever, therefore I do not know what supplies of timber may now be available; but I should be happy to sell 2,000 loads of timber at Dantzic.

956. In the market in London?—A person may buy 5,000 loads of Memel or Dantzic.

957. But you are not able to say what quantity may be bought of American?—No, I am not.

958. Do you know what proportion of timber from Dantzic and Memel is imported in British ships, and what proportion in foreign ships?—I can give a return for the last 11 years of the ships employed in the Memel trade; there is not much difference in the tonnage of the ships which bring goods, they are usually of about the same size.

959. Is there much difference in the Prussian ships?—Those from Memel usually run small, those from Dantzic usually run large.

960. Can you furnish a return for the last 11 years of the number of ships employed in that trade?—Yes.

961. Is not Memel a bar harbour?—Yes it is; and that is a matter I should beg leave to speak about, because that has a very material effect upon the trade.

962. Therefore the ships that trade there must be of a small description?—Yes.

963. With what year does your return begin?—Beginning with 1824, from 1824 to 1834; there were 4,085 British ships during the whole of those years from Memel alone, and foreign ships 2,889; the average is 371 English and 262 Prussian.

964. Will you compare the relative numbers in the first year in the series, that is 1824, and in the last year in the series?—In the first year there were of English ships 420 and Prussian 327, and in the last year there were 130 English and 362 Prussian; but that is very readily accounted for, and it brings me to a remark which was made with regard to the bar. The state of the bar at Memel has been so exceedingly bad for the last three years, that British ships have been very reluctant to go; in fact, during the present year I should think very few British ships have gone to Memel, for I know by experience that it is almost impossible to obtain a British vessel at all for the trade.

965. Can you give a return from any other port?—No, I have no other return; they do not publish them so correctly at Dantzic or elsewhere; but the Dantzic trade has always been chiefly carried on in Prussian ships.

966. Therefore

966. Therefore Memel, of all the ports in Prussia with which you are conversant, is the port in which British ships are most largely used in proportion to others?—Yes.

967. Do you know what rate of freight those Prussian ships got from Memel?—Yes; the average rates of freight are nearly the same for the last 10 years; the average rate for 10 years by British ships is about 19*s.* 3*d.* per load, and by Prussian ships about 19*s.*

968. Can you give in the return for the whole of the 11 years composing that series?—I will.

[*The Witness delivered in the Return, which was read, as follows:*]

SHIPS laden at *Memel.*

YEARS.	TOTAL.	ENGLISH.	PRUSSIAN.
1824	861	420	327
1825	1,078	665	239
1826	659	340	190
1827	854	529	174
1828	866	482	217
1829	865	468	254
1830	694	329	213
1831	624	285	219
1832	749	237	342
1833	639	200	352
1834	619	130	362
11 years	8,508	4,085	2,889
Average	773	371	262

Remainder of various European nations.

969. Have you any other returns?—I have a return of the average price of Memel deals for the last 12 years; of red wood deals, 6 *l.* 12 *s.* 10 *d.* per standard hundred, and the white wood is 5 *l.* 2 *s.* 11 *d.*

[*The Witness delivered in the same, which was read, as follows:*]

PARTICULARS relative to *Memel* and *Dantzic* Wood.

YEARS.	MEMEL TIMBER. Crown.	Middling.	Brack.	DANTZIC TIMBER. Best Middling.	Brack.
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
1824	38 –	30 –	– none –	24 –	20 –
1825	37 –	28 –	– –	21 –	18 –
1826	38 –	32 –	26 –	22 –	16 –
1827	36 –	28 –	22 –	20 –	15 –
1828	34 –	28 –	20 –	22 –	14 –
1829	36 –	29 –	20 –	24 –	14 –
1830	36 –	30 –	18 –	24 –	15 –
1831	36 –	32 –	20 –	24 –	15 –
1832	35 –	29 –	– none –	24 –	15 –
1833	34 –	29 –	22 –	24 –	15 –
1834	37 –	33 –	25 –	26 –	22 –
1835	40 –	36 –	30 –	27 –	22 –
12 years	12)437 –	12)364 –	9)203 –	12)282 –	12)201 –
	36 5	30 4	22 7	23 6	16 9
1–5th off	7 3	6 1	4 6	16 9	
Per cubic load, Crown	29 2	24 3	18 1	40 3	
— Middling	24 3				
— Brack	18 1				
	3)71 6			*s.* *d.*	
				Average – 20 1½ per load on	
				1–20th off 1 – board.	
Average	23 10 p' load on board.			19 1½ p'cubic load on board.	

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Particulars relative to Memel and Dantzic Wood—*continued.*

YEARS.	MEMEL DEALS.						MEMEL STAVES.			MEMEL OAK TIMBER.		
	Crown Red Wood.			White Wood.			Pipe.			Crown.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
1824 - -	7	15	-	6	-	-	60	-	-	—		
1825 - -	7	7	-	6	-	-	60	-	-	—		
1826 - -	7	-	-	5	10	-	70	-	-	4	-	-
1827 - -	6	-	-	5	-	-	65	-	-	3	10	-
1828 - -	5	15	-	4	10	-	62	-	-	3	10	-
1829 - -	6	-	-	5	-	-	60	-	-	2	10	-
1830 - -	6	6	-	5	5	-	60	-	-	3	10	-
1831 - -	6	6	-	4	15	-	63	-	-	3	15	-
1832 - -	7	-	-	5	10	-	70	-	-	3	17	6
1833 - -	6	15	-	5	5	-	60	-	-	3	8	-
1834 - -	7	-	-	5	-	-	80	-	-	4	-	-
1835 - -	6	10	-	4	-	-	125	-	-	3	15	-
12 years -	12)79	14	-	12)61	15	-	12)835	-	-	10)35	15	6
Average - -	6	12	10	5	2	11	69	11	8 per mille.	3	11	6 per load.

970. Then any measure, which in the present state of the bar of Memel doubled the timber trade of Memel, would double the export in foreign ships, to the exclusion of any increase in British ships?—It is not presumable that there could be double the exportation from Memel, without increasing the rates of freight, and then the extra expense of sending the goods into the roads, would enable the British ships to go there in consequence of a rise in the freight, because of course they have the means of getting the goods to ships at all times, only if the vessels can load within the bar, they save a material expense of carrying the goods into the roads.

971. Is there much danger in anchoring outside of the bar?—There is considerable danger early in the spring and late in the autumn.

972. Is the insurance at Lloyd's much heavier upon a ship that has to anchor outside?—There is no difference made; they never inquire.

973. Then you can insure as easily for a vessel to remain outside, as to go within the bar?—Yes; but they would always feel an impression against the Memel trade when the bar is bad, but they never raise the question whether the ship is to remain outside the bar or not.

974. Are you in the habit of chartering ships from Memel?—Yes; very largely.

975. Can you add to your list of rates the freight in each year?—Yes; I have the rates of freight before me.

976. What was the rate of freight in 1824?—For 1824, I have it not; it is from 1826 to 1835; 1825 was altogether an extraordinary year; in 1826 it was 21 *s.* by each description of ships, and in 1827, 20 *s.*, and 20 *s.* in 1828; English ships, 18 *s.* 6 *d.*; Prussian, 18 *s.*

977. Are those the summer freights?—Those are spring freights. In 1829, 21 *s.* by English ships, and 20 *s.* by Prussian ships; in 1830, 19 *s.* and 19 *s.*; in 1831, 21 *s.* and 20 *s.*; in 1832, 20 *s.* and 18 *s.*; in 1833, 18 *s.* and 18 *s.*; and in 1834 we got British ships at 17 *s.*, when Prussian ships got 18 *s.*

978. What have you paid this year?—We have paid this year usually 18 *s.*, that has been the common freight.

979. What is the foreign?—I speak of foreign; there have been scarcely any British ships chartered from Memel this year.

980. Those are London freights?—Yes, for the spring; and it very often happens that British shipowners are anxious to send their ships to Memel early in the season, because they come back in sufficient time to make an American voyage afterwards; they are in time to start for America, I presume that is the reason.

981. It appears from your statement, that the freights by British ships in 1834 were lower than they had ever been in any period of the series; does it not occur to you, that the lowness of the freight paid in 1834 might be a reason why a British shipowner will not at present send a ship to Memel, as well as on account of the bar?—But he did send his ships to Memel in 1834.

982. To what extent?—One hundred and thirty ships were sent.

983. Is it not a fair inference that the British shipowner found himself driven out of the market in 1835; that he would no longer go there, because the freight would not pay him?—But it is a remarkable fact, that the Prussian ships got in 1834, 18 *s.*, and the British got 17 *s.*; and the British shipowner will often send his ship to Memel early in the season at a low rate of freight, to make a voyage previous to going to America.

984. Are you sufficiently acquainted with the expenses of navigation, to be able to give the Committee an opinion whether a British shipowner can reimburse himself for the expense of navigation at the freight of 18 *s.*?—I have no means of forming any calculation upon the subject.

985. Have you been in negotiation with any shipowner for chartering ships to go to Memel this spring?—Not at all; the brokers apply to those persons whom they suppose likely to charter ships; and I can say that fewer applications have been made this year to charter British ships than I ever knew before.

986. Have you had fewer applications this year from shipowners or brokers to charter ships?—Yes, decidedly.

987. In point of fact, have you been in negotiation with the shipowners directly, or through the brokers, for chartering British ships?—Yes, I have chartered a few, but very few indeed, fewer than usual.

988. For the outports or London?—For the outports; I have not chartered any British ship myself for London this spring.

989. Have you, as charterer of many vessels in the course of the season, been in negotiation this spring for chartering any vessels to Memel for the port of London?—No, not this spring.

990. To what do you attribute this non-chartering of British vessels to Memel this season?—I attribute it to the state of the bar.

991. Do you think that an expectation of a change of duties has had anything to do with it?—I have no means of knowing that that is the fact; I am not aware of that being the fact, though I understand there is a great arrival of British ships at Quebec; an unusually great arrival was announced yesterday at Lloyd's, and therefore I presume that more British ships have been sent to America than usual.

992. Do you know anything of the cargoes of Memel timber that have been sold to be sent to Halifax, and thence to be re-imported into this country?—There were some ships chartered for that voyage, which have now come direct.

993. Were there not many conditional charters that were made of that kind?—I have not chartered any ships in that way myself; but I always understood that there was a condition attached to the charter, that if any alteration was made in the duties, the ship should come direct at the current freights.

994. Do you know to what extent those charters were made?—I know of about six or seven large vessels that went to Dantzic for that purpose, and I understood that some went to Memel, but I had nothing to do with them.

995. If this indirect trade had remained open, would it not materially have interfered with the direct trade of timber between the Prussian ports and this country?—I should think very materially.

996. Had it not the effect of very much deterring merchants from giving orders for cargoes of timber to be brought direct to this country?—Very much so.

997. Is the quantity of Baltic timber in bond less than usual at this moment?—No, from the very cause that has been alluded to, it is rather larger, I should think, than it was at this time last year.

998. To what circumstance do you ascribe that?—To the circumstance of the timber which was intended to be sent by Halifax, having come direct, the market is in a very depressed state.

999. Do you happen to know whether there is an unusual accumulation of timber at Memel and Dantzic at this moment?—It is quite the reverse. Timber at Memel is very scarce, and in Dantzic the whole of the supply that was there early in the season has been shipped off; but they have recently got their spring supply, which is not unusually large.

1000. You have said that you have not chartered a British vessel from the port of London this year for Memel, have you chartered one for Dantzic?—Some parties who gave me orders for timber in Dantzic, which they intended to send by the round, have of course chartered English vessels for that purpose, and I know of six or seven English vessels being chartered on that account.

1001. When you say by the round, that is the term understood now by the trade?—Yes it is.

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1002. What were the conditions upon those vessels that were to go by Halifax?—The rate of freight was 55*s.* per load.

1003. Did that include the trouble of delivering the cargo into the water at Halifax, and putting it into ship again?—It did.

1004. *Pro forma* the timber was taken out of the water, and taken back again?—I do not know how they manage it in Halifax, but that was the condition of the charter; the merchant paid 55*s.* a load, and the captain was bound to put the cargo out, and get a clearance and bring it home. He was always bound, by the bill of lading, to make the proper clearing in Halifax, and bring the timber home.

1005. Then 55*s.* the freight, and 10*s.* the duty, would make 65*s.*, would it not?—Yes; there might be a shilling more for insurance.

1006. That would make 66*s.*; the charges would be the same, would they not, upon the arrival of the cargo in Great Britain?—Yes.

1007. Will you compare the expenses; in the other case there would be 18*s.* freight, and 55*s.* duty, that would be 73*s.* as compared with 66*s.*?—Yes, it would make the difference 7*s.* a load.

1008. This in time would have occasioned timber from the Prussian ports to be entirely brought into this country in this way?—It certainly had the effect of deterring merchants, in London particularly, from importing direct.

1009. Until the last season or two, it was considered somewhat an irregular practice, was it not, somewhat like an evasion of the duty?—Decidedly so.

1010. Such as a respectable merchant would hardly like to undertake?—I know many parties who decidedly set their faces against having anything to do with that description of trade till latterly, but latterly it has become so much a point of necessity, that they have entered upon it.

1011. To what extent has it been entered upon?—I do not know, I have had little to do with it; my business is to take the orders of the merchants for the cargoes delivered at Dantzic and Memel; it is no business of mine to know where they mean to send the goods to.

1012. This circuitous mode of importation caused a great loss to the revenue, did it not?—Yes, no doubt.

1013. Do not you think it was a great absurdity on the part of Government not to put a stop to such a mode of importation?—That was no business of mine.

1014. Did you know any merchants that sent their ships twice in that roundabout voyage?—Yes, I have no doubt of it.

1015. Did you see the return that was laid before Parliament of the number of ships engaged in that voyage?—No.

1016. Are you aware that a Bill was brought into Parliament to prevent this circuitous round?—It was understood in the trade that the circuitous route is put an end to.

1017. After it was known that that Bill was introduced, what effect did it produce upon the minds of the importers of timber?—It has produced the effect of promoting great stagnation of the market, because they ordered the timber to be sent direct to London, and the consequence is, that timber which was expected to be brought in next September, is now here, and therefore the market is depressed and glutted for a time.

1018. How do you reconcile that state of things with the former answer, in which you state that the importers were afraid to purchase timber in consequence of large quantities which they apprehended would be sent by the circuitous route to Halifax?—The whole of the timber of Dantzic was shipped off, and a great deal of Memel, therefore there was no want of orders; but the orders that were executed on account of London merchants, were executed chiefly for the voyage by way of Halifax.

1019. Then in point of fact, the shippers of timber at Memel and Dantzic have sustained no inconvenience from want of a market?—No, I do not pretend to say that they have.

1020. And the foreign ships have had the advantage of the large freight on the round voyage?—No, it must be a British ship.

1021. Those were ships, many of them, that would contain 500 loads?—They were very large, some 500 and 600 loads; and 10 or 12 cargoes of that description coming into the market, would make a great difference in the supply.

1022. Can you tell, of the 130 ships which you mentioned as the number of British chartered last year, what number went the round?—No, I cannot.

1023. Do you know what is the average tonnage of the ships engaged in the regular

regular American trade?—No, I do not; but I should presume that they are of a large character.

1024. Are they of so large a character that they could not go into the bar harbours?—They could not.

1025. Then the same ships that are employed in the American trade could not be employed by the Baltic trade?—A portion of them could not be; but the reason why the rates of British ships are often exceedingly low in the spring is, that there are certain ships of small size which are then sent to Memel, and are afterwards sent to America; therefore there are small vessels that go to America as well as the large; but I should think there are more large vessels than small that go to America.

1026. But with regard to other ports in the Baltic, the large ships that go to America can go to them?—Yes, any ships.

1027. You have stated that they charge no extra premium for ships loading outside the bar?—What I stated was this: that there is no inquiry at the time. I effect an insurance whether the vessel is to load outside the bar or inside the bar; but there is an impression every spring, in the minds of the underwriters, against the Memel trade, provided the bar is known to be in a bad state.

1028. Is there any increased expense to the ship in consequence of loading outside the bar?—Yes.

1029. And does not that interfere with the shipowner sending his ship there?—Decidedly.

1030. What quantity of water is there upon the bar?—I believe not more than 13 feet.

1031. You have stated that a ship of any size may go to Dantzic?—Yes, for they have some ships of above 500 loads.

1032. Do not ships in the roads there load at an increased expense?—There is an expense attending ships loading there; but it depends upon the arrangement with the shippers at Dantzic whether it is to be paid by them or by the shipowner, and my friends most generally deliver goods free on board of the ship.

1033. How much does that amount to per load?—I never knew the charge made, and am not aware.

1034. You have stated that you would be glad to sell 2,000 loads of timber to any gentleman at Dantzic; timber being the staple commodity of exportation from Prussia, as salt is the staple commodity of exportation from Liverpool, if your timber from Dantzic was exported to Liverpool in a British ship, would you undertake to receive payment for your timber so exported in British salt?—You could not export salt into Prussia in British ships, but it must be done in Prussian ships, because the salt trade is the monopoly of the Prussian government, and they take the salt from those merchants who have previously contracted for the delivery of it; and the contracts are always taken by the Prussian shipowners.

1035. Then if a British shipowner were induced to contract for 2,000 loads of timber to give employment to his ships to Liverpool, he could not take a return freight in salt?—Certainly he could not.

1036. Does that arise from any regulation of the government, or from the interest of the contractors to employ rather Prussian than British ships?—I believe it amounts to a prohibition, because the Prussian government will not receive any salt except what has been contracted for by merchants residing in Prussia, and those merchants invariably employ their own ships; and it is none but Prussian merchants that contract for the salt.

1037. It is not a prohibition of the Prussian government to prevent salt being imported in British ships, but it is the interest of the Prussian shipowners?—I am inclined to think that there is a law by which British ships could not take salt into Prussia.

1038. Are you not aware of representations having been made upon that subject, and its being clearly shown that there is no such law?—I am not aware of that; but I know that there has been a considerable ill feeling among the British shipowners upon the subject; but I am of course not aware of what has taken place between the different governments upon the matter.

1039. Are you acquainted with the Prussian tariff?—Not minutely.

1040. If there was such a law, would it not be in the Prussian tariff?—I should think, no doubt, it would.

1041. You have not known an instance of salt having been sent by an English ship, and admitted at the same duty as salt sent by a Prussian ship?—I do not see the possibility of it; of course, if such a circumstance has taken place, there is an

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end of all conjecture upon the subject; but I know of no such instance, nor do I think it probable, from the circumstance I have stated.

1042. You think it not probable, because it would be impossible for the British owner of the salt to sell it there, inasmuch as all salt being a royal monopoly in Prussia, is contracted for by the government, who employ none but those that have the contract?—Yes, that is my opinion.

1043. When you were questioned with regard to your opinion upon a graduated scale of duties as affecting deals, which appeared to be favourable to a lower rate upon the Prussian and Russian deals as compared with the Swedish and Norwegian, you stated that that advantage was necessary to sustain competition, on account of the longer voyage and the greater freight from Russia and Prussia than from Norway and Sweden; and you added, that it was also necessary, because the timber in Prussia in the interior was at a much greater distance from water carriage; supposing that any change of duty had the effect of greatly increasing the demand for Prussian timber, would not that state of the forests create a very great increase of the price if the demand was suddenly increased?—I conceive that the forests in Poland which supply timber, which is sent down to Memel and Dantzic, are in the common acceptation of the term inexhaustible, because the trees sow themselves. When a tree is cut down, and the roots are dug up, it shows itself again and it grows in time; besides, they have regulations by which the forests are only allowed to be pruned of those trees that are fit to be cut down, and in order for the preservation of them now, and in parts of Prussia nearest to Dantzic, the trade is regulated in this way: there are certain districts appointed to be cut at certain times, and the persons employed to cut those trees are obliged to conform to such regulations as shall enable the forests to be kept in constant preservation; therefore I do not think that there can be any difficulty in supplying an additional quantity of timber even to a very great extent; but of course those forests which are at a distance from the rivers by which the timber is floated down would involve the parties cutting the timber there in a greater expense.

1044. Though the supply may be said to be inexhaustible with regard to the entire body of the timber, did you not admit, when you contended for the necessity of favouring the timber of Russia and Prussia, with regard to Norway and Sweden, that the circumstance of the timber nearer the water carriage being exhausted and consumed, was to be taken into account on the relative scale of duties?—I have never said anything about the timber being exhausted or consumed in those parts; I merely said that the distance from which the timber is to be brought necessarily involved the parties bringing it in much greater expense.

1045. If there were a sudden demand for a much larger supply, that bearing upon the timber which was no longer near the water carriage, would not the price rise very greatly?—It is a remarkable fact, that in 1825, when the exportation of timber from Prussia to this country was much larger than it has been since, and I believe for a considerable time previously, the price was as low, and I may say in Dantzic it was even lower than it has been since, or some time before; the supply depends upon the supply of water; if there be plenty of water in the small rivers communicating with the Niemen for the Memel trade, and the Vistula for the Dantzic trade, the supply is usually large, and the price generally low; but if there be a deficiency of water in those rivers, the prices are higher.

1046. Has the water communication with Memel been much improved?—There has been a lamentable deficiency all over the Baltic.

1047. Still has not the water communication in Poland with the Niemen been much improved?—I understand they are endeavouring to improve it, and some improvements have taken place.

1048. Have not parts of the country been rendered accessible which were not so?—I have reason to think that that is the case.

1049. In the year 1825, when the demand was greater than usual, the price was not greater in that particular year, and you ascribe it to the circumstance that the abundance of water was favourable to meet that increased demand?—Yes, it enabled a great supply to get down to Memel, where they have only one supply in the course of the year, and that arrives in August; and there is no doubt that the winter from 1823 to 1824 must have been favourable to the transport of that timber, and that there was a large quantity of water in the River Niemen, so as to enable a considerable supply to be brought down, and that supply being large, was purchased by merchants there at a low price; and, therefore, although there were 1,078 ships loaded in Memel that year, whereas in the last year only 619, the

price was only 28 *s.* per 50 running feet, whereas last year it was 36 *s.* in consequence of the diminished supply of water.

1050. You would describe that as a fortuitous circumstance, of an increased supply meeting an increased demand; could you calculate upon such an event being of a permanent duration; if the increased demand were permanent, do you think that you could infer that the increased supply would be permanent?—I do not think that there can be a very considerably increased supply without an increased price; I think a very large increased demand would require the timber to be brought from an increased distance, and consequently that the price would increase somewhat.

1051. You state that the price of second-rate timber was 28 *s.* in 1825, and last year, 36 *s.*; in a former part of your evidence you stated the price to be 22 *s.*?—Yes; but we are now talking of a different measure; their prices are quoted per 50 running feet, and the timber being above 12 inches scantling, delivers an over-measure, for which I have allowed one-fifth.

1052. What do you consider 36 *s.* by that measure to be equal to?—About 29 *s.*; and the other would be about 22 *s.* or 23 *s.*

1053. The timber, as purchased by the exporter of timber at Memel, is delivered in fathoms, is it not?—Yes.

1054. But if exported by the merchant at Memel to the person who gives the order in England, it is sold by the running foot?—Yes.

1055. And in case the timber is more than 12 inches square, it gives a considerable over-measure here?—Yes.

1056. Which reduces the price one-fifth?—Yes.

1057. What do you think the advantage of price from a diminution of duty of 5 *s.* would enable Prussia to send to this country, as compared with its present supply?—If they got 5 *s.* a load additional price, the impetus that would be given to the trade would be enormous; because 5 *s.* upon their price would be about 25 per cent., and therefore there is no doubt that they would make great exertions; and if those exertions were seconded by the state of the rivers, the increased quantity exportable would be very great.

1058. Even an average increase of half-a-crown would give a great impetus to the trade; would it not?—No doubt it would.

1059. Would they be able to send 20,000 loads more than at present under those circumstances?—Yes, if they had a favourable winter, 20,000 loads would be readily obtained in addition to the present quantity.

1060. Can you state any limit to that supply?—It is impossible. I had a conversation with a gentleman yesterday who had been in Poland for some time, and he is of opinion that the forests are, in the common acceptation of the term, inexhaustible.

1061. When the merchant at Memel who exports timber wishes to obtain a supply, what are the hands through which the order passes; who are the parties that cut and supply timber to the merchants at Memel?—The forests in Russian Poland belong to private individuals, and those private individuals sell their timber to Polish Jews; in some instances they bring it down themselves to Dantzic; and in some cases they allow the Jews a certain number of peasants to enable them to go into the forests and cut the timber themselves, under certain restrictions; but I should say that the bulk of the timber is bought by Memel merchants from the Polish Jews, who bring it down to a place called Russ, a short distance from Memel, and there the Memel merchants meet them and make their bargains.

1062. The Memel merchants make their advances in the autumn to the Jews, and obtain a supply in the summer or autumn, according to their advances?—Precisely.

1063. Has there not been for some years past a progressive rise in the shipping price of the Baltic timber in the ports of the Baltic?—The price of timber at Memel in 1832 and 1833 was 29 *s.* a load running measure; last year and this year, in consequence of the very short supply, owing to the want of water, the prices have been higher, 33 *s.* and 36 *s.*; but it was owing entirely to that circumstance and not to any permanent cause, which would lead one to suppose that there is not a possibility of supplying the market.

1064. But the supply may be so prevented by causes that, under the inducement of an increased supply, there may be an impossibility to obtain that supply at the time it is wanted?—There is great difficulty in regard to water.

1065. That is the case in all countries?—Of course.

1066. Is

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1066. Is there in Canada; are you able to speak to that?—I cannot.

1067. Do you think that is the case?—Of course natural deficiencies will take place in different countries at different times; for instance, some time ago there was a very severe fire in the neighbourhood of Miramichi, and they could not send that wood down which was burnt.

1068. Did that check the importation of American timber at all?—I do not know that it did.

1069. Do you know what the shipping price at Memel or Dantzic has been on the average of the last four or five years, compared with what the shipping price was at those ports 30 or 40 years ago?—No, I am not aware of the price 30 or 40 years ago.

1070. Does it happen to be in your recollection, that in the year 1831 a proposal was made to Parliament to reduce the duty on Baltic timber, and increase the duty on Canada timber; and if so, do you recollect what effect it produced upon the price of timber at Memel or Dantzic?—I am quite sure that whatever proposition might have been made at that time, it had no effect whatever upon the price of timber at Memel or Dantzic, for the parties there are constantly writing, and even at the present time, that the matter has been so frequently agitated that they no longer consider it of any consequence to them until something is decided upon. I have letters very frequently to that effect.

1071. Then in point of fact, if it has been represented that in consequence of the proposition the timber rose at Memel and Dantzic from 2 *s.* to 3 *s.* a load, it is not correct?—I do not wish to contradict any person, but my opinion at the present moment is, that I have no recollection of any such advance having taken place in consequence of such a supposition, and I have letters in my possession which have been received very recently, since the present Committee has been appointed, stating that the parties there did not contemplate any rise in price in consequence of it, because the matter had been so frequently agitated previously that they could not place any reliance as to anything being done upon the subject.

1072. Have you any knowledge as to the quality and description of the ships which bring the deals from Norway?—I have no other knowledge of the subject, except that it is generally understood that they are Norwegian ships of inferior quality, chiefly fir ships and of a very large size, and therefore may so far be considered inferior ships, because they are built of fir and not of oak.

1073. Not suited for general cargoes?—No person would put corn into such ships I should think, nor would they be suited for distant voyages.

1074. Do the British ships which are engaged to go to the Baltic for timber, go in ballast or with cargoes?—British ships generally go in ballast.

1075. Do you attribute the diminished importation of Prussian timber last year to the want of encouragement to that trade, or to a deficiency of water in the rivers, to enable the timber to be brought down to the place of shipment?—I attribute that to the want of water chiefly; with regard to the price, it does not appear that the price rose at Dantzic in 1831, because it was 24 *s.* from 1829 to 1833, for best quality.

1076. But it rose last year?—Yes, in consequence of the diminished supply, owing to the want of water.

1077. You have stated in the list that you have handed in, that there was a difference of freight year by year between the importations in British ships and in foreign ships; as there is no discriminating duty, will you have the goodness to explain to the Committee what is the cause of that difference of freight?—The difference of freight is so trifling that there is hardly any question upon it.

1078. Is it not as much as 1 *s.* or 1 *s.* 6 *d.* in some instances?—In 1834 the English ships were obtainable for 17 *s.* for London, where Prussian ships got 18 *s.*; that might arise from the circumstance of the Prussian ships being ready for sailing there and obtaining a better freight on that account, and from the circumstance that English shipowners are often anxious early in the spring to send their ships to Memel before they make a voyage to America.

1079. The habit is, if you want a very early delivery of the cargo, to have the ship ready to sail on the breaking up of the frost?—That can be done in a great measure, though not always wholly so.

1080. How is the timber imported into this country paid for; is it by British manufactures or by bills upon foreign countries?—When the merchant in Memel or Dantzic sends the documents relative to the cargo, he draws for the amount, at three

three months, upon the merchant in this country, and those bills are paid in money when they become due. *W. Bateman*, Esq.

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1081. Do the Prussian ships return in ballast?—Very frequently, most frequently.

1082. It must of necessity, with so bulky an article as timber imported, on the one side, and British manufactures to the same extent sent on the other, happen that the greater proportion of ships go in ballast?—Undoubtedly it must, and I have reason to think that British manufactures find their way into Prussia through the port of Hamburgh; there is a very large exportation of British manufactures from Hull to Hamburgh, and I have reason to think that those manufactures find their way in some measure into Prussia. I have no doubt that our system of corn laws has materially impeded the exportation of British manufactures, because any one who knows the relative value of corn and timber will perceive directly that unless the foreigners can sell the more valuable article, it is not likely that they can purchase to any extent our manufactures.

1083. Did you ever look at the endorsement upon any bills drawn by Memel merchants upon London, and accepted by British merchants, to see whether they have not been negotiated through Leipzic and other markets in Germany?—A bill will frequently travel through half the countries in Europe before it comes here.

1084. Do not you think it probable that many of the bills accepted for timber have been obtained as a means of paying for British manufactures by a merchant on the Continent wishing to import British manufactures?—Undoubtedly it must frequently happen that that is the case; but there is a general trade in bills which is quite distinct from any business connected with goods; for instance, the business that Mr. Rothschild is concerned in is entirely distinct from the trade in goods.

1085. You have given the difference in freight between British and Memel ships; can you give the difference between British and Prussian ships from the port of Dantzic?—I should think it is very much the same.

1086. Those are merely slight and casual variations, in fact; but as there is no advantage in the charter of one ship over another, the freights will be on the same level?—Yes; and in some instances Prussian ships are preferred, because the British ships carrying coals to the Baltic blacken the deals, and therefore Prussians are often preferred.

Isaac Solly, Esq. called in; and Examined.

1087. YOU have been engaged for a long period of time in the Prussian trade, have you not?—I have. *Isaac Solly*, Esq.

1088. For how long?—As merchant since 1792.

1089. And your father before you?—Fifty years before me.

1090. Will you have the goodness to state to the Committee what is the present state of the timber trade with Prussia, and how that has been affected by the present scale of duties?—The present state of the timber trade is at a very low ebb, comparatively speaking, and certainly at a very much lower ebb than it otherwise would be, in consequence of the scale of duties; not only on account of the sum total of the duty, but likewise on account of the mode in which that duty is raised, particularly upon converted wood; for instance, upon deals the duty upon a two-inch thick and 22-feet long is the same as upon a three-inch thick and 54-feet long; this affects, therefore, the character of the trade exceedingly, and to such an extent that deals two inches thick and two inches and a half thick are all but prohibited.

1091. The duty is the same, is it not, upon the six-feet-and-a-half deal and nine-inch wide, and a 49-feet deal nine-inch wide?—Yes; the deals I have been speaking of are generally supposed to be 12-inch wide; then there is a scale of duty from 16 to 22, and then from 22 to 54, without reference to the thickness or width.

1092. And under six inches there is no duty proportionably less?—None.

1093. Do you remember when duties were much lower, and when deals of various dimensions were imported into this country?—I remember when there was no duty, or merely a nominal duty of 2 *s.* 3 *d.* a load for timber within my time.

1094. When the duty was low or merely nominal, were deals of every dimension imported?—Yes, both as to length and thickness.

1095. If the duty is maintained at a high rate, do you think that it is expedient that the tariff should be so adjusted that the deals of various dimensions, according

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to what the market can produce, should have a proportionate duty laid upon them?—I have not the least doubt that it is the interest of the revenue, as well as the interest of the merchant, that the duty should be upon a scale of contents.

1096. If the duty were adjusted upon that principle, do you think that the exporter of timber in the foreign market would be able to deliver a given quantity of wood at a less cost than he is now able to deliver it at, when he is so exceedingly restricted as to the dimensions of the deals that he can afford to supply to this market?—Unquestionably; for with regard to Memel deals which are now sold under the denomination of plank, and the length seldom exceeds 20 feet, the stipulation by the importer is, that they shall average as nearly as possible to the 20, in order to save the expense attached to the duty as much as possible, and the consequence of that is, that there is considerable expense in the conversion of deals, on account of the waste that is thereby occasioned.

1097. If you want to have deals delivered of some accurate dimension, approaching as nearly to 16 or 21 feet as possible, must you not pay a higher cost for them?—Yes, a very great; and for this reason among others, that the person who cuts the deals, must cut a great deal to waste in order to meet that demand; a great part of the timber that is brought to market is, on account of its not taking that average length, not fit for the purpose, and this deterioration of the value in the shorter lengths is necessarily charged upon the price of the longer lengths.

1098. If with regard to the thickness the tariff admitted a proportionate duty on deals under three inches thick, do you not think that better deals would be afforded, clearer from knots?—I have not the least doubt that much better deals would be imported less than two inches thick for particular carpentering purposes, were it not for the heavy duty, and precisely on account of their being freer from knots, and freer from rends and shakes.

1099. Is not the wood which is just under the sap, more free of knots than that which is nearest to the centre?—Exactly; we are not aware at all of the quantity of knot in the centre of the wood till it is opened; but we do know very well that on the surface there is the freedom from knot, in consequence of the tree not having shot out the incipient knot or branch to the surface.

1100. When the dead branches fall off, or are broken off, the wood grows over the extremity of the broken branch, and remains clear of knot?—Yes, sometimes.

1101. And, therefore, when you recede to a certain distance from the centre of the tree, you find the heart of the wood most clear from knot?—Yes, either in size or altogether.

1102. Then owing to the present tariff not admitting a proportionate duty on deals under three inches thick, is not the effect to cut many deals with the centre in the deal, or to cut many deals which are sappy?—In order to procure three-inch deals from the wood most fit for deals, for purposes for which three-inches are principally used, it is very often necessary to take it absolutely out of the centre of the tree, to such an extent that within my own experience 18,000 trees have been cut in order to obtain 18,000 three-inch 40-feet deals fit for the Navy.

1103. Is there anything considered better than a good grown 40-feet Dantzic deal?—I know of none.

1104. Is there any quality of deal considered better than that?—I know of none for the particular purposes for which 40-feet deal is wanted.

1105. Is there not a difficulty in obtaining them?—Eighteen thousand trees were cut up to procure 18,000 of those deals.

1106. Is not the difficulty of getting deals of the first quality very much increased by the mode in which the duty is imposed, making it the interest of the merchant to import none but three-inch deals?—Very much indeed.

1107. How would any alteration in the mode of assessing the duty on deals have enabled you to have obtained those 18,000 three-inch Crown deals from a smaller quantity of trees?—Not at all.

1108. What were formerly the dimensions of deals imported from Dantzic when the duty was low?—The importation of deals from Dantzic was principally for shipbuilding purposes and for back makers, and the common run was 3 inch 40, 3 inch 36, 2 ½ inch 36, and 2 ½ inch 30, 2 inch 36, and 2 inch 30.

1109. Was there anything better than the quality of the 2 inch?—The quality of the 2 inch was the same as that of the 3 inch 40, cut out of the same tree, but more sap, and smaller, and fewer knots.

1110. What

1110. What would be, in your opinion, the result to the consumer as to the price that he paid, of the change in the mode of taking the duty on deals from the present mode to a duty upon the cubical contents?—At present I think it is somewhere about 8 *s.* that is paid upon the 3 inch 40, and the 2 inch 30; and the 2 inch 30 has precisely half the contents of the 3 inch 40, and the duty is the same, and the market price one half; so that supposing 20 *s.* to be the price of a 2 inch 30, it consists of 12 *s.* and 8 *s.* duty; 3 inch 40 being 40 *s.*, it consists of 32 *s.* and 8 *s.*, so that there is 8 *s.* out of the 20 *s.*, and 8 *s.* out of the 40 *s.*; 8 *s.* upon 12 *s.*, or 8 *s.* upon 32 *s.*

1111. Would the effect of that change be to give the consumer of all deals his deals generally at a cheaper rate?—At a cheaper rate; not only as regards the duty, but likewise as it regards the prime cost; if the importer could purchase simply all the deals that the tree could be usefully converted into, I do not think he would have to pay in many cases more than half, or in many instances more than a third of what he now pays.

1112. And for many purposes the wood would be equally good?—Yes.

1113. So that the increased price to the consumer is not to be measured, in your opinion, solely by the augmented duty that he pays; but there is also to be taken into account an increase in price too, from the necessity of so much waste in the deals?—Exactly; from what we commonly call the offal.

1114. And that is an enormous increase, is it not?—It is.

1115. What do you estimate it at?—I believe that if the converter could find a purchaser for all the wood that a tree can be converted into, the price would be at least 33 per cent. less.

1116. Have you any doubt that there would be a demand for all the importable conversions?—I have not the least doubt that we should find a demand for every form into which it would be the interest of the converter to convert his tree, because there is hardly a form into which the wood is not ultimately converted, either here or there.

1117. What becomes of that portion of deal which you have termed offal?—A great deal is exported into France and Holland.

1118. But is there not a great deal of that for which no market can be found?—A great deal.

1119. Except at a great sacrifice?—Yes, I mean that.

1120. In fact, not only are the consumers in this country obliged to pay a higher price in consequence of a certain portion of the wood which is cut, in the process being reduced to no value at all, and finding no market, but the French and the Dutch are enabled to get their wood at a cheaper rate than they otherwise would do?—Much cheaper.

1121. So that they who are our competitors in third markets are enabled to obtain an article of so much importance as deals at a cheaper rate than even its natural price, the cost of production, would be?—Quite so; the French navy have been in the habit of late years of supplying themselves with wood from Dantzic, and the rate at which they are supplied is lower than the rate which this Government pays.

1122. Do they take it in the shape of timber or deals?—Deals principally.

1123. Can you give the prices paid by the government in France and the prices paid in this country by the British Government?—I cannot; but it is within these twelve months that a very large contract was entered into within my own knowledge, but I cannot state the price.

1124. The Committee are to understand, in the case you refer to, the shipping price of deals at Dantzic on account of the French government was considerably lower than the shipping price of deals supplied to the English Government?—Yes, and owing to the non-limitation of dimensions in the case of the French.

1125. Are those deals of the same quality?—Yes, of the same quality.

1126. Is it cut out of the same tree?—Yes, the same growth of tree.

1127. But there are different parts of the tree?—In proportion as you get to the outside of the tree, short of the sap, the strength of the wood is greater; the wood internal, in the very centre of the tree, is not so strong as the outside.

1128. And which portion is sent to France?—The whole.

1129. Are you often able to cut a three-inch deal for the English market, and after that a two-inch deal, clear of sap, for the French market?—Not clear of sap.

1130. Is not the consequence this, that where you cut for the French market the

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two-inch deal, after having taken the three-inch deal for the English market, the French get a sappy deal?—Yes; but the tree ought to be large enough to yield one three-inch, two 2 ½, and two two-inch, though not clear of sap.

1131. Will it yield two threes?—It does sometimes; it will sometimes be sufficiently large to allow of the centre piece being cut out, and getting then two three-inches on the two sides from the centre.

1132. But generally speaking, if you have got a three-inch deal out of the tree, the more profitable conversion is to get two 2 ½, and the rest two?—It is.

1133. What becomes of the sappy portion which the French have?—The French are not so particular about sap as the English; if the deal has the required quantity of heart upon one side they are not so tenacious about the other side.

1134. Then their deals are not so good as ours?—They are not in that respect.

1135. How do you cut up a nine-inch deal?— The Dantzic deals are hardly ever cut to nine inches; the general run of Dantzic deals is 12 inches broad; the nine inches applies very little to any ports in Prussia, it applies more to Russia and Norway and Sweden.

1136. You state that in order to supply the Navy with 18,000 three-inch deals, 40 feet long, it was necessary to convert 18,000 trees; did that conversion take place in this country or abroad?—Abroad, at Dantzic.

1137. Supposing the Government had required those 18,000 deals of two inches thick instead of three, how much less could you have afforded to supply them, in relation as two is to three?—I should be very well satisfied indeed to supply the two inches at half the price of three-inch deals.

1138. Is that owing to the duties?—No, on account of the conversion.

1139. Did the British Navy use three-inch deal where they now use two-inch deal?—No; the principal use of the three-inch and the 2 ½ 40's are for decks in the Navy, and the principal use of the two-inch are for stages.

1140. Then the effect of altering the tariff would be to afford to this market a great additional quantity of wood, without occasioning any additional consumption of trees in the forest?—Without any additional consumption of trees, with a very little additional price.

1141. Notwithstanding the care you take, and the difficulty you have in obtaining those three-inch 40-feet Crown deals, is it not the fact, that when applied to the purposes of shipbuilding, they more frequently have to be sided?—They are always sided by the Navy. In the private shipbuilders' yards they are not so particular; there they will allow a little sap on the under side; but in the Navy yards they will not allow of any sap. The common calculation is, that in a deal of 12-inch width there shall be nine inches free of sap on both sides.

1142. Do your observations in reference to the duties apply to short deals as well as Dantzic deck deals?—In a great degree, because 2 inch 16 and 3 inch 22 pay the same duty.

1143. Has it never occurred to you that the result of such an arrangement of duties gives to the Prussian exporter the power of sending to this country his 21-inch deals with the payment of the same duty as is payable upon the 16-feet deal in other countries, and that an equitable adjustment of duties might deprive him of that advantage; that he would have to pay upon the 21 deal an increased amount?—That depends upon what the regulation is.

1144. Would you recommend the regulation to be upon the cubical contents?—No, because the operation of that practically would be to lead to so much difficulty in taking the precise width of the deal, as well as the precise thickness; and the case is completely illustrated in oak plant; the duty there is paid upon cubical contents; the consequence of which is, that oak plant, which is used either as a 2 ½ or 3-inch, 3 ½, 4-inch or 4 ½, is never reduced to any medium between the whole inch and the half inch in the dock-yards and private yards, no fraction of an inch, which runs throughout; whereas in measuring plank for the duty, the greatest thickness found in any one part is taken as the thickness of the whole, and thus there is from 15 to 20 per cent. more increase of measurement by the Custom-house for duty than the measurement for the consumer.

1145. You mean to recommend a sufficiently near approximation to the cubical contents for practical purposes?—I believe that if any regulation for the duty on deals were contemplated, the object would be best obtained by not attempting any division of length below the foot, or of thickness below the half inch.

1146. Are you aware of the duty payable upon the 12-feet three-inch deal, the same as on 26-feet and three-inch?—Some persons have been very ingenious in

in finding out the variations of duty payable by every slight variance in thicknesses; it was the discovery of some person at Hull, that a four-inch deal 45 feet long might be imported at the same duty as the two-inch deal 26 feet, and for a time the importation of deals four inches thick was the consequence.

1147. Is not the usual dimension of deals imported from Norway that?—I cannot give any information upon the Norway trade.

1148. Do not you consider that the present arrangement of duties gives to the exporter of deals from Prussia an advantage over the Norwegian exporter?—I am not aware of it, and for this reason, that the application of the Norway deal and the application of the Prussian deal are totally different.

1149. Necessarily?—I should say necessarily, to a person who knows the relative fitness for different purposes; a Norway deal is not fit for the same purposes as a Dantzic deal.

1150. Norway deal is used for household purposes?—Yes, and the Memel and Dantzic for out-door work.

1151. What, in your opinion, would be the effect upon the prime cost in Prussia of a sudden increase in demand to the extent of one third?—Precisely the same effect upon deals as upon anything else, they would rise in price.

1152. What would be the means of supply compared with that increased demand?—That depends upon what the increased demand was.

1153. Putting the case of one-third increased demand?—I should think, for a season, it might be an increase of 10 per cent., the probable result of which would be, that the next season would supply the market beyond that increased demand.

1154. If that increased demand were steady and uniform for a series of years, you think the increased supply would be able to sustain an increased demand of one-third, without any increased price?—I do; it is a curious fact, that the price of wood at Dantzic has fluctuated so little, that at the distance of 50 years the price has been the same.

1155. Was not there a very sudden and extraordinary increase in the bubble year, in 1825, in demand for Prussian timber?—I do not recollect that there was.

1156. When you say that you are convinced that the increased supply would in a very short series of years be quite equivalent to the increased demand put at one-third, is that mere conjecture, or from your knowledge of the state of the forests. and the means of conveyance from the forests to the water-carriage?—My idea of one-third is in relation to the usual supply that has generally taken place; I think that if the supply was precisely the same as it has been of late years, and the demand for the timber in whatever way converted, so that there should be nothing exclusive in that demand, and no waste in the conversion, I think that the price would be one-third less.

1157. When you have given your answer, that in a series of years there would be no increase of price, you assume that the most profitable means of conversion are allowed?—Yes.

1158. Admitting, for the sake of argument, that the lowering of the duties upon Baltic produce would have a tendency to increase the demand, and consequently the price, would not the best mode of meeting that be, so to adjust the tariff, that a great portion of the wood which is now sacrificed might be admitted at a proportionate duty?—Yes.

1159. If that were done, a great increase of demand might take place without any increase of price?—Yes; I should almost think it might be lowered; if I was a speculator I should go upon that calculation.

1160. The consumer would have the whole benefit of that?—Yes, the whole.

1161. Are you able to recollect what the prices were antecedent to the war in 1793, and how much the war had the effect of raising the price at Dantzic?—At periods the price was considerably higher, but on the average it was not. I have a memorandum.

1162. Was there an increased demand at Dantzic for materials in consequence of the breaking out of the war in 1793?—Very considerable indeed. In April 1804, I was sent for by the Navy Board, in consequence of an extraordinary demand for frigates, and they contemplated the building of them of fir, because they believed they could get the material so much quicker, and that it could be worked up much quicker; and if I am not very much mistaken, it was 15,000 loads of timber which I was called upon to furnish, and I undertook to deliver that large increased quantity without any alteration in the price.

1163. What was the effect of the war upon the prices?—In 1787 I have a memorandum for the 3-inch 40 feet at 13 *s.* 6 *d.*, at which time there was no duty.

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1164. What is the present price?—The present price is about 23 *s.*, and the duty is 8 *s.* or 8 *s.* 6 *d.*

1165. Does the 13 *s.* 6 *d.* include freight?—It was the contract price, the timber was 2 *l.* 6 *d.* in 1787, and the duty was 2 *s.* 6 ½ *d.*, that would, inclusive of duty, bring it to 2 *l.* 3 *s.* 6 *d.* Now 55 *s.* is the duty, and five guineas is about the price. In 1788, 13 *s.* 6 *d.* was the price of a 3-inch 40 foot deal, and the price of timber was 2 *l.* 8 *s.*, which included the duty; and in 1789, the price of timber was 2 *l.* 7 *s.*, and the 3-inch 40 was 13 *s.* 3 *d.* In 1790, the price of timber was 2 *l.* 8 *s.*, and the 3-inch 40, 13 *s.* 7 *d.* In 1791, the price of timber was 2 *l.* 13 *s.*, and the 3-inch 40, 14 *s.* 3 *d.* In 1792, the price of timber was 3 *l.* 10 *s.* 10 *d.*, and I think the duty had been increased at that time, and the 3-inch 40 was 19 *s.* 2 *d.*; duty and freights likewise were increased in 1793, the 3-inch 40 was again 19 *s.* 2 *d.*, and the timber 3 *l.* 10 *s.* 10 *d.*, which was the same as the preceding year.

1166. Will you have the goodness to give the series of prices extending further into the period of the war, and during the peace of 1802?—I will do it. At the close of the American war in 1784, the price of timber sold was precisely the price that had been paid as freight, the freight in the Baltic had been at a guinea and a half, and the timber sold at 1 *l.* 10 *s.* 6 *d.*

1167. You have been in the habit of importing from British America as well as from Dantzic?—Not largely.

1168. If by any political event the Baltic might be for a time shut against us, and in consequence we should derive our supply from America, would not the Americans raise that price upon us?—I think they would be very wrong towards themselves if they did not.

1169. Then, *cæteris paribus*, if a breach were to arise with America, would not the Poles and Prussians do the same?—I believe not to the same amount; five guineas is the price here; if the price there rose from 20 *s.* to 30 *s.*, 10 per cent. upon the 30 *s.* is but 3 *s.*; but 10 per cent. upon the five guineas, is a very different thing, so that it is a very striking part of the question, the rise in price in the Baltic bears so little upon the price of consumption to the consumer here, at the present state of the market.

1170. The question went to the cost price at each place?—I do not believe that the cost price would be much affected, because the cost price at the present time is so very little more than the prime cost was in 1785, and the fluctuation has not been very great since that time.

1171. Independently of the duty, the price paid by the consumer of Baltic goods at the present day appears to range very nearly at the same amount as it did in the interval between the termination of the American war, and the breaking out of the French revolutionary war?—It is most strikingly near. The rule used to be, that the Polish Jew, who is the principal middle dealer between the nobleman and the party delivering, obtained leave to go and cut a certain number of trees, at a fixed price per tree, and the question was much more the number to be cut than the price; that was the course of the landed proprietor.

1172. Does it not appear that the enormous duties which have been imposed upon the Baltic produce, have not increased the cost to the British consumer, except to the extent to which the revenue was benefited?—Very little difference; I should think that the great cause of increased price has been the great duty.

1173. Are you not of opinion, that in consequence of the difference between the duty levied on Baltic and levied on Canadian timber, it has compelled the consumer to pay a much higher price, duty paid, for the Baltic timber, to use more Canada timber; and consequently, that what the consumer has lost has not been gained by the revenue in the same proportion?—I am quite of that opinion; and most assuredly the price that has been paid for Canada timber has been a great deal higher than it otherwise would have been, had it not been for the high duty and comparative prohibition on the importation of Baltic timber; so that in that case the consumer has been paying not only a higher price arising out of the expenses of importation, but arising out of the special privilege given to one particular branch of the trade.

1174. It is red pine which admits best of comparison with the Baltic timber?—Yes.

1175. The price of red pine in the Canada market is nearly 50 per cent. higher than the price of red wood timber in the Prussian market?—It is so.

1176. Do you remember what were the effects of the expedition to Copenhagen, and the closing of the Baltic subsequent to the year 1808?—I think that my recollection

lection applies to that period, of the Baltic timber being 10 *l.* 8 *s.* a load; and I am much mistaken if the freight was not as high as 7 *l.*

1177. Gold was able to burst through impediments, and obtain a supply through the Baltic in spite of all those difficulties, was it not?—Yes.

1178. Do you think it is best worth the while of this country, by forcing a trade with Canada, to provide for such an extreme case as that, or to leave the market in its natural state, and trust to the power of gold to furnish a supply when such difficulty may arise?—The Navy Board will recollect, that when the intercourse with Russia was supposed to have a stop put to it as regards all possible mercantile communication, they continued to be supplied as heretofore with hemp.

1179. In which way do you think the country pays most; by paying every year 50 per cent. more for its timber in the Canada market than it pays in the European market, or when a difficulty like that which has been adverted to arises, paying a price which is sufficient to obtain the supply from the Baltic market?—It is impossible to say to what extent this country is not unnecessarily paying for its raw material by the present timber regulations.

1180. Do not you think it pays enormously more, by paying 50 per cent. every year more for the prime cost in the Canada market than it would by trusting to the power of high price in commanding the article whenever such a difficulty may arise?—A very small annual *del credere* would be sufficient to pay the extra high price that under such circumstances would be required.

1181. Do not you think that the competition of American timber with the Baltic timber has a tendency to keep down the price of Baltic timber?—I do not think it has; the Baltic timber always sells for a great deal more; it sells for 30 per cent. more in prime cost than the Canada timber does.

1182. You mean that when the duty and freight and prime cost together are paid?—£. 4. 15. being the price of red pine in the market, and five guineas being the price for the Memel timber, consequently the difference of price, being 10 *s.*, is 30 per cent. on the prime cost of 30 *s.* per load.

1183. Was not the importation of Baltic timber last year considerably decreased, as compared with the quantity in preceding years?—I am not aware, but it appears to us generally, that the demand for timber diminishes. I hold in my hand the comparative stock of timber, deals, staves, &c. at the public docks at the commencement of the years 1828, 1829 and 1830.

[*The Witness delivered in the same, which was read, as follows:*]

COMPARATIVE STOCK of Timber Deals, Staves, &c. at the Public Docks.

	Commencement of			
	1828:	1829:	1830:	
				FOREIGN:
	14,340	7,688	4,881	Deck deals.
Foreign and Colonial - - Loads - -	685,560	451,052	312,742	Deals.
	44,114	26,915	29,529	Deal ends.
	65,001	37,938	69,903	Battens.
	6,877	1,339	2,758	Batten ends.
	11,454	5,927	7,788	Thin deals.
	28,393	12,604	19,100	Fir timber.
	1,121	746	623	Oak and plank.
	1,608	1,855	2,448	Logs.
	641	1,627	2,259	Staves.
				COLONIAL:
	—	140,347	114,403	Deals.
	—	6,946	892	Deal ends.
	—	10,585	10,680	Battens.
Loads - -	2,219	2,910	4,859	Red pine timber.
	4,726	12,030	6,441	Yellow pine ditto.
	591	1,445	1,380	Quebec oak ditto.
Logs - - -	5,568	4,282	3,174	African oak ditto.
Loads - -	1,356	968	874	Hardwood and elm.
	1,170	1,098	547	Staves.
	610	345	884	Ditto, thin.

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1184. Do you know that the quantity of timber imported from the Baltic last year was considerably less than the average of preceding years?—Yes.

1185. Do you know whether that was the result of the competition between the Baltic and American timber, or was the consequence of a want of water in the rivers?—It had nothing to do with the want of water.

1186. Of that 50 per cent. advantage which is enjoyed by the American producer, as compared with the Prussian producer, are you able to form any estimate of how much of that 50 per cent. is clear gain to the producer, and how much arises from the extra cost in bringing it to the port of shipment?—I believe the labour of bringing it to the port of shipment in the Baltic is greater.

1187. Then a very large proportion of that 50 per cent. goes to the Canada producer?—Yes; there is a small expense in Canada timber, which arises out of the duty paid to the government there.

1188. You have stated, that notwithstanding a particular interruption, the Government of the country were enabled to obtain the required quantity of their hemp uninterruptedly?—Yes.

1189. Can you state whether the Government of the country were enabled at the same time to obtain their masts and spars from the Baltic?—At one time they were not able; and at another time they would have been able, if it had been worth their while.

1190. Will you explain the meaning of being worth their while?—The expense of importing was too great to be paid, considering the state of their stores.

1191. Did not that consideration, in point of fact, drive them to America?—No, I think it did not, nor to any other port; I think they would unhesitatingly have incurred all the necessary expense to obtain the masts and spars, and by incurring that expense, as they did in the case of hemp, they would have obtained all the masts which they wanted; but they considered that the quantity in store was such as not to require the incurring that great expense.

1192. Did they not import from America during that interruption?—They did.

1193. Has not the French government imported masts from Canada under license from the British Government, because it considered it the cheapest place of obtaining a supply?—Of certain dimensions; it was a double question.

1194. And therefore do not you think, under any circumstances, if an equal duty were placed upon masts coming from Canada of certain dimensions, they would be imported from Canada?—I think they would be imported from the Baltic.

1195. Do you think the whole would be imported from the Baltic in that case?—Yes.

1196. Is not the prime cost of the large dimensions in Canada lower than the prime cost of masts of the same large dimensions in the Baltic market?—My belief is that the cost, in relation to the intrinsic value, is not greater upon the Baltic mast than the price that is required for the Canada mast.

1197. Putting the intrinsic value, by which you mean the durability and strength, aside for a moment, is not the price of a mast of the same dimensions in the Canada market, lower than the price of the mast in the Baltic?—A great deal lower.

1198. Can strength and durability, with a view to the supply of the navy, not only of this country, but any foreign country, be put aside?—I think not.

1199. Can the British North American colonies furnish masts either of size or of quality necessary for topmasts for a line-of-battle ship?—They cannot.

1200. Can they be derived from any other quarter than from a foreign port; either from Virginia or from the Baltic?—Not that I am aware of.

1201. In point of fact, they are always derived from Virginia or from the Baltic; are they not?—They are.

1202. Do you happen to know the quantity of timber imported into the United Kingdom the last year?—No.

1203. Supposing that two-thirds of the timber imported into the United Kingdom last year came from the British American colonies; and supposing for the future that the whole supply should be derived from the Baltic, are you of opinion that that circumstance would not tend materially to raise the price of timber in the Baltic, and if so, to what extent?—I could not pretend to say to what extent, but I am sure of this, that if so much timber was required by this country from the Baltic as is now obtained from the Baltic and America united, that the price in the Baltic would rise.

1204. Can you say to what extent?—No, I cannot.

1205. Do

1205. Do you think, under those circumstances, it would be raised to the extent of the price of red pine in the Canada market, namely, 50 per cent. above the present European price?—I think it would not; I think, whatever effect it might have upon the market not prepared for such an extra demand, the market in the succeeding season would supply that additional required demand.

1206. Would it not be requisite, in order to meet such greater and increased demand, to have recourse to forests which lay more remote from water-carriage, and which would considerably enhance the expenses of procuring it?—For a great number of years past we have been told by the sellers, that we must look next year for a much higher price than we have hitherto paid, in consequence of being obliged to go further inland for the wood, but the wolf is not yet come.

1207. Has not the shipping price of timber in the Baltic risen for some years past?—No.

1208. Is it not higher at this moment than it was last year?—Yes.

1209. Is it not higher than it was the year before?—It is higher now than it was for several years.

1210. To what do you attribute that?—To the difficulty of getting down to the shipping port what has been prepared in the woods for the shipping port.

1211. From what has that difficulty arisen?—In a great degree from the scarcity of water, and what is one of the peculiar features of the supply is this, that almost all the tributary streams to the great leading ones, the Vistula, the Dwina, and every other, are supplied with water from the melting of the snows of the Carpathian Mountains; and if the fall of snow has not been as great as usual, the expense and difficulty of bringing timber to the waterside is very considerably increased, and in some instances, it lies for a whole year before it can be brought down, partly on account of the difficulty of bringing it to the waterside, and partly when brought to the waterside the tributary streams being too dry.

1212. Then, if the forests of Poland or of Prussia are sufficient to supply any increased demand on the part of this country, are the Committee to understand that still the opportunity of bringing that supply to the ports of shipment may, from the natural causes you have stated, be interrupted or altogether suspended?—Interrupted, but not altogether suspended, and then again only for one year.

1213. How often have you known such an accident as this happen to the extent to which it happened last season, in the course of the last 20 years?—Never in my experience.

1214. If the effect of the reduction of duty on Baltic timber should be, that there should be no great rise for a series of years in the price of Baltic timber in the shipping port, and in the London market the price of Baltic timber should fall considerably, could not the Canadian producer, who now receives a large share of the 50 per cent. advantage before alluded to, afford to compete with the London market, so reduced in price, by a sacrifice of that portion of the 50 per cent. profit?—I am sure of it. I am sure that if there had not been that premium upon American timber, which the duty has always been equal to, that the price of timber at Quebec would never have been, by 50 per cent., so high as it has been.

1215. If he were able so to compete, would not the effect upon the British consumer be, that he would pay less both upon the Baltic and the Canadian timber?—I think if the expenses, duty and freight included were upon a par, the price of timber to the consumer here, whether it came from the Baltic or from Canada, would be less than it is.

1216. As relates to the revenue?—I consider that the value of timber at Quebec would diminish very much.

1217. You are acquainted with the plan which was submitted in 1831, for reducing the protective duty at present enjoyed by the colonies, that it was proposed to leave the duty on Canada timber where it is, at 10 *s.*, and to reduce the duty on Baltic timber by gradual yearly reductions down to 40 *s.*, namely, by 15 *s.*; at such a deduction as 15 *s.*, putting the Baltic timber at 40 *s.* and leaving the Canada timber at 10 *s.*, do you think that any very large quantity of timber which now comes from Canada, would be transferred to the Baltic, and what quantity do you suppose?—The difference in favour of Canada would be 10 *s.*; it would be the means of 10 *s.* being paid for the Canada timber in Canada, more than for the Baltic timber in the Baltic port.

1218. Under those circumstances, Canada still having 10 *s.* instead of 25 *s.* which she has now, what proportion of the supply of timber do you think would be transferred from Canada to the Baltic?—I am not sure that any would; I am not

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not sure that the same demand for Canada would not continue, and that the increased demand would not be doubled.

1219. You think that the consumer would enjoy the benefit of getting an additional quantity of Baltic timber at a lower price, and still go on consuming the same amount of Canadian timber?—Yes, I think so.

1220. And the effect of competition might be to reduce the price of Canadian timber?—Yes, and it is possible that the increased demand of timber, in consequence of the diminished price, would give rise to a progressive rise again in price.

1221. Have you heard statements made, that in case of a diminution of the duty upon Baltic timber to 15*s.*, the whole of the trade would be transferred from Canada to the Baltic?—I have never heard anybody say so.

1222. You would think it the most absurd thing in the world if that were said?—I should think so.

1223. You think it would be impossible?—Quite.

1224. Does not your reasoning proceed upon the assumption that the price received by the American exporter exceeds by 50 per cent. the price received by the Baltic exporter?—I consider that it is a fact, that the price in Canada is 50 per cent. more than the price in the Baltic.

1225. Does that reply refer to red pine timber alone, or to the importation of timber from the colonies generally?—I think it is equally applicable to the importation from the colonies generally; at the same time the thing to which my attention has been directed chiefly is red pine.

1226. Do you know the price at which American yellow pine is selling at this moment in the market?—No, I do not know precisely the price.

1227. Is it 3*l.* 15*s.*?—I should be surprised if it was; I should expect it was less.

1228. To what charges is that subject, taking it at 3*l.* 15*s.*?—The freight is at least 5*s.* less from what is called the lower ports.

1229. Will you state what sum you conceive is left for the exporter of American yellow pine timber, after the payment of all those charges that are incident to placing it in this market?—In the lower ports somewhere about 15*s.*

1230. How can you reconcile the fact of only 15*s.* being left to the exporter of American timber, with a supposition that he could continue to bring his timber into this market under such a difference as you have stated?—I believe that it would be worth his while to sell it to this market, if he got only 5*s.*

1231. Do you know what the cost would be of bringing it to the place of shipment in America?—I do not know precisely.

1232. Do you think that the cost of bringing it to the place of shipment is so moderate, that it would answer to export it at 5*s.* a load?—I think it would; but there is another question with which it is connected; the price of timber at some of those ports is nothing but a return price for articles exported, and therefore whatever the timber sells for is the remittance.

1233. What price would reimburse the Baltic exporter; would 5*s.* reimburse him?—No, nothing short of 20*s.*

1234. Then you think that the means of procuring timber are so much cheaper in Canada than in the Baltic, that 5*s.* would reimburse the Canadian, when 20*s.* will be required to reimburse the Baltic exporter?—There is a great difference between reimbursing and continuing a trade for other reasons than for reimbursing; some of the timber that is imported from such ports, is a remittance for articles sent out from this country, and therefore, at whatever price it sells for here, it will continue to be sent as the most desirable remittance. I should think that it could not be cut for the price of 5*s.* a load, which is 1*d.* a foot; but it might be cut and brought down to the place of shipment from 7*s.* 6*d.* to 10*s.* There is one fact which I should be glad to state as to the alteration of duties; if you alter the duty, and thus lower the gross price to the consumer of the present duty, you affect all buildings that have been erected at the former price, and not only all buildings erected at the former price, but you affect likewise the price of English timber.

Veneris, 26° die Junii, 1835.

THE RIGHT HON. CHARLES POULETT THOMSON,

IN THE CHAIR.

William Parker, Esq., called in; and Examined.

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1235. WILL you state to the Committee in what business you are engaged?—I am at present a gentleman retired, and engaged in agricultural pursuits.

1236. Where do you reside?—At Passage West, in Cork Harbour.

1237. Have you ever been engaged in the timber trade?—Very largely.

1238. At what time?—From the year 1798 till the year 1809, a period of 11 years.

1239. What was the branch of business in which you were engaged?—Principally in the Baltic and Norwegian timber.

1240. In selling it or importing it?—Importing it by large cargoes; six or seven cargoes together.

1241. And retailing it out?—Retailing it or selling it by wholesale.

1242. And you are now engaged——?—I am not at all engaged in any kind of business, but simply in agricultural pursuits; in the cultivation of a small domain.

1243. Have you any acquaintance with the employment of timber in building in Ireland?—Yes, I have considerable.

1244. What means have you had of acquiring that information?—In building houses on my own property in Ireland, and purchasing timber from the merchants at Cork at present.

1245. Then do you mean since 1809 you have built houses on speculation at all?—I have, a great number, both in the city and county of Cork.

1246. Are you engaged in that business now?—I am in a small degree only.

1247. Can you state to the Committee whether there are any observations you may have made upon the effect of producing an alteration in the system of duties, as bearing upon the building and employment of timber in the south of Ireland?—I can; the duties on the Norwegian timber especially have been highly injurious to the construction of houses by the peasantry of Ireland, because it has amounted to a prohibition.

1248. How is it that it has amounted to a prohibition?—From the duty being so enormous as 50*s.* a load.

1249. What sort of timber was it that was formerly used in the construction of the houses of the peasantry of Ireland?—Principally the Norwegian.

1250. What do you mean; round timber?—It was a small timber, under the dimensions of nine inches.

1251. Do you mean Dram timber?—Yes, Long Sound; from different parts of Norway; I have had cargoes from every part.

1252. What duty did that timber pay in Ireland previous to 1809?—The duty was extremely moderate; to the best of my recollection it was about 12*s.* a hundred, per six score pieces.

1253. Almost nominal?—Almost nominal; the duty on a large cargo would not come to more than 40 *l.* or 50 *l.*

1254. About what would it amount to now as compared with 50 *l.* for a cargo then?—I should suppose from 1,000 *l.* to 1,200 *l.* the duty would be now.

1255. Has the deal trade been also much affected in Ireland by the change?—In the same ratio exactly.

1256. What sort of timber is it that is now used in the construction of similar buildings?—American timber in general, of a very bad quality.

1257. Do you mean the yellow pine?—Principally yellow pine.

 1258. Was

1258. Was the small Norway timber formerly used without having the expense of sawing upon it?—In some cases; what they call for joists and beams, but not otherwise, and lintels.

1259. Was not some of the timber so imported not more than four or five inches square?—In some cases it was, from Long Sound; and it was a very valuable timber for country people, for it saved the expense of sawing.

1260. It is very strong and durable also?—Yes; especially what is called the genuine red wood timber.

1261. If joists of those dimensions are now wanted, they are cut off this yellow pine timber?—Yellow pine timber or red wood timber; and in many cases it has not lasted 20 years in a house before it has become rotten.

1262. Which species of timber, the Norway that you are speaking of, or the yellow pine, is most subject to take the dry rot?—The yellow pine, unquestionably. I have seldom known instances of the Norway timber ever taking the dry rot.

1263. Is the yellow pine very subject to take the dry rot?—Extremely so.

1264. Are there not the seeds of the dry rot in almost every log of timber when it comes out of the hold of the ship?—I should imagine not, especially when it is impregnated with turpentine; that is a preventive against the dry rot. Some American timber is largely impregnated with turpentine, especially the red wood timber, but not the yellow wood. The yellow wood is exposed very much to the dry rot.

1265. When you speak of yellow pine, do you mean the soft pine?—I do; the soft kind of timber, of which the largest quantity is imported from Quebec and the lower ports of New Brunswick.

1266. Have the dimensions of the deals imported into Ireland been considerably different from what they were formerly?—They are very considerably different; formerly there used to be very long deals imported from Norway and the Baltic, especially from the ports of Dantzic and Riga.

1267. Well, are there no imports of deals from Dantzic and Riga now?—I believe last year there was not a single cargo.

1268. To which port?—To Cork; from the Baltic in general not a single cargo, for they generally discharge opposite my door at Passage.

1269. From the Baltic generally?—From the Baltic generally.

1270. What are the dimensions of the deals that are principally imported now?—The deals from Norway; there was a small cargo last year from Norway, and they were generally 12-feet 3-inch deals, of a superior description, for the use of sashes for houses.

1271. Did they import deals of various thicknesses formerly into Ireland?—Yes.

1272. Did you ever see any under three inches?—Yes, what they commonly called battens.

1273. But deals of different thicknesses?—Yes; what was considered battens are under seven inches in breadth.

1274. Did they import any deals under three inches in thickness formerly?—Yes, two inches and an inch and a half.

1275. There are not so much imported now?—Yes; but there are but very small quantities imported now, perhaps one cargo in a year.

1276. But they pay the same duty in Ireland as if they were three inches thick, do they not?—I am not aware of that; I believe the duties are very irregular; and the scales of duties ought to be revised and corrected, on the deals especially.

1277. For what purposes are the Prussian and Russian deals applied in Ireland?—Principally for the finer work in building houses, such as sashes and doors, outside doors.

1278. Are any cargoes imported from Christiania to Cork?—There have not been any lately; the only cargo that has been imported the last few years is from Dram.

1279. Did you formerly import deals from Christiania or Frederickstadt in Norway?—I did.

1280. In the houses in Cork, what are the deals that are now used for joiners' work?—Principally American.

1281. Are there many white spruce deals imported?—There are.

1282. What is your opinion of the quality of white spruce as compared with white Norway deal?—Very inferior indeed.

1283. In what respect inferior?—More liable to the dry rot and to precocious decay.

1284. Can

1284. Can you state anything as to the knots in the two?—I should imagine the Norway timber is more knotty than the American; it is much easier to work, American timber is, than the Norway.

1285. What do you mean by easier to work?—Because the Norway timber is a superior quality in durability and hardness to the white Norway timber.

1286. Did you ever handle a plane so as to see which of the two was easiest to work?—I believe I have by way of amusement, but it was only as an amateur.

1287. Can you state anything as to the subject of knots in one description falling out rather than the other?—The Norway timber is not so apt to fall out.

1288. What alteration in the duties would you suggest in reference to Ireland?—I should strongly recommend, if possible, that the duties on all American timber, the produce of the American colonies, should be reduced to one-half what it is at present, and for this reason, to give encouragement to our shipping.

1289. Would you reduce the duties on Norway timber and Baltic timber also?—I would certainly, because there would be a larger quantity imported if the duties were reduced.

1290. There is a very considerable timber trade between Cork and America at present, is there not?—Considerable.

1291. Has not that trade led of late years to the building of a considerable number of ships in Cork?—It has, and those ships are mostly built on my property at Passage.

1292. If the effect of the change of duties should be to turn the trade from America to Norway, would it not wholly extinguish that ship building in Cork?—No, by no means.

1293. Will you explain the ground of that opinion?—The Baltic timber requisite, and especially the Baltic oak, for the bends of ships is far superior to any Quebec oak; and in my views of the subject, the duty ought to be allowed entirely off all Baltic timber consumed in the construction and repairs of ships, in order to cause a counteraction to the facility with which foreign powers are enabled to construct ships, and to destroy the transport of the different commodities to the ports in England.

1294. You stated that you would reduce the duty on American timber one-half, and that you would reduce the duty on Baltic timber; to what would you reduce the duty on Baltic timber?—From the present standard down to 35 *s.* a load.

1295. You stated that you are engaged in building?—I am.

1296. Was the consumption of timber, at the period to which you have alluded, namely, 1808 or 1809, used in building, chiefly European timber?—Chiefly European timber.

1297. And now you state it to be chiefly American?—Chiefly American.

1298. Can you state to the Committee what effect that change has had upon the buildings in the south of Ireland?—It has had a very serious effect, for houses that were built with the American timber have been obliged to be taken down within 20 years and rebuilt.

1299. Can you state to the Committee what was the cost of timber in any house at that time?—It would depend on the size of the house.

1300. But taking any given size, what was the cost of building a peasant's cottage formerly, and what would be the cost of building a cottage of the same dimensions now?—The cottages of the Irish peasantry are so extremely wretched and bad, that I would hope it would become an object of consideration of this honourable Committee; and that, through the influence of Irish Members, a better system of cottages may be introduced into Ireland.

1301. Now go on to state, for building a cottage of precisely the same kind and dimensions, what would have been the cost formerly, when you could import this Long Sound timber at a low rate, and what is the cost of building the same cottage now?—I should imagine the freight in war time made the timber high, and the insurance; and in war time, the period to which I allude, from 1798 to 1809, a period of 11 years, in consequence of the premium of insurance and the payment of the freight, perhaps the expense would be nearly tantamount; but the durability of the article would not be the same.

1302. How long would such a cottage last formerly, when built of Long Sound timber?—One hundred or 150 years. I took down an old country mill, built with Norway timber, and the principal timbers in it were quite sound, after 150 years' erection.

1303. Was it white or red wood?—Norway red wood.

 1304. How

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1304. How do you find the American red pine; is it equal in quality to the Norway?—By no means.

1305. Is any such imported into Cork?—Yes, a vast deal.

1306. What is the price of yellow pine in Cork?—From 50 *s.* to 3 *l.* a ton, 40 feet.

1307. Now the price of the red pine?—From 70 *s.* to 85 *s.* a ton, 40 feet, because the load is not known in Ireland.

1308. And the Baltic?—The Baltic timber is from 95 *s.* to 5 *l.*

1309. Do you know what the prices were in 1808?—I do, perfectly well, for I sold several cargoes, from 10 *l.* to 16 *l.* per ton; I sold a cargo of Riga for 16 *l.* a ton.

1310. What is the price of deals?—They vary according to their size; 12-feet 3-inch deals are commonly sold for 2 *s.* 9 *d.* a piece, per wholesale.

1311. You are speaking of white spruce deals?—Yes, including what you call hacmamtac deals.

1312. Is there a large proportion of yellow pine comes to Cork?—Four-fifths of the timber imported from America into Cork consists of yellow pine.

1313. Is the preference given to it on account of its cheapness?—Of course it is, for all common uses; temporary purposes.

1314. Is there any hacmamtac imported into Ireland, for the purpose of building?—There is.

1315. Is it imported in logs, or in the state of deals?—Principally deals.

1316. To what size do the deals extend?—From 12 feet 3 inches to 18 and 20 feet in length.

1317. It comes from New Brunswick principally?—Yes

1318. Is that a very inferior kind of deal?—Very inferior.

1319. The knots are very hard, are they not?—Very hard.

1320. And the deal very difficult to work on that account?—Yes.

1321. What is the price of hacmamtac?—It is sold from 2 *s.* 8 *d.* to 3 *s.* a piece, the single deal; it is generally by the single deal that they are now sold at timber-yards in Cork.

1322. Is that cheaper or dearer than the spruce deals?—Considerably cheaper.

1323. It is the lowest kind of deal, is it not?—I should think it was.

1324. Now is that much used in the common purposes for cheap buildings and cottages?—Very much, extremely so, especially in making the doors; the doors are the only things they require deals for in these cottages; they have no deal floors in their cottages generally.

1325. And very few tables or chairs?—Very few; they are like coblers' stalls.

1326. And very few chimnies?—And very few chimnies, as I find in the county of Clare.

1327. Can you state to the Committee what is the amount of tonnage that annually enters Cork with timber?—I should imagine from 25,000 to 30,000 tons.

1328. A great many emigrants go out in timber ships, do they not?—They do, unfortunately.

1329. What materials are the ships engaged in the American trade, and which are built at Cork, principally built of?—That is a most important question as regards human life, inasmuch as the vessels employed in the timber trade are not sufficiently strong for a voyage from America in the winter time, and dreadful fatalities have occurred of the loss of life in consequence of the insufficiency of the vessels, on their being overloaded by what they call deck loads, which ought not to be allowed, and which the insurance societies in the north of England will not allow on their vessels. They are principally old West Indiamen that have been bought, or slop-built vessels.

1330. Then the vessels in fact engaged in the American trade that come to Cork are principally not built at Cork, but are vessels that have been purchased elsewhere for that purpose?—A few have been built in Cork of very good materials, but very few for the American trade.

1331. Then many of them are vessels that are built in New Brunswick, are they?—Yes, and in Quebec.

1332. Not very durable ships, are they?—The New Brunswick ships are not; they are cabbage-stalk-built ships.

1333. They are built of black birch, their lower timbers, and finished with spruce or pine above?—Yes, and what they call hacmamtac also.

1334. How

1334. How long do such vessels last?—The symptoms of decay in those vessels are very manifest in six years after they are built.

1335. Are there many such vessels engaged in the Cork trade?—There are.

1336. Were there not many such vessels brought into the market about the years 1824 and 1825?—There were a great many.

1337. You think that if the duties were taken off the Baltic timber as far as regards shipbuilding, that the Irish owners would be able to navigate as cheaply as the Norway or Swedish shipowners?—Unquestionably not, because there are many articles connected with shipping which are required, independent of the timber which those foreign powers have at the first cost, being the produce of their countries.

1338. What are those?—Those are the articles of cordage and canvas, pitch and tar, rosin and iron.

1339. Are you not aware that most of those articles now used in the Norway and Swedish ships are bought from England and exported to Norway?—I was not aware of that; I can hardly credit it.

1340. You stated that the effect of introducing timber from the Baltic instead of from America into Cork would not be to destroy the shipping trade in Cork; how do you reconcile that with your present answer, that the Irish shipowners cannot navigate ships as cheaply as the Baltic shipowners?—I look to the duty being drawn back on all the foreign timber used in the building of ships in the ports of England and Ireland.

1341. Do you know what is the price at which these ships built in New Brunswick, these cabbage-stalk-built ships, sell for at Cork?—I do right well. There are some new vessels, with rigging and all complete, to be sold by the registered tonnage at Cork at 5 *l.* a ton, including cordage, chain cables and anchors.

1342. How long ago is that?—Within the last six weeks.

1343. Was that from the cost of the ship enabling the party to sell it at that rate, or what was it from?—Perhaps it was from the necessity of the party, as well as the cheapness of the article.

1344. But is this a single instance, or are there many ships of that description sold at that low rate?—A great number.

1345. Do not you think the sales of these ships interfere materially with the interest of the other shipowners?—Unquestionably; it depreciates the trade unquestionably.

1346. Very much?—Very much.

1347. Is Quebec oak imported into the Cork market?—A large quantity of late.

1348. What is your opinion of the quality of that as compared with other oak?—The white oak is exceedingly good, but the red oak is of a very inferior quality, as bad in proportion as the white oak is good.

1349. For what purpose is the Quebec red oak principally applied?—Principally in shipbuilding.

1350. Suppose one-half the duties were taken off Canada timber, would not the cottages of the peasantry still continue to be built of the inferior kind?—Where short leases exist, they would be built of the worst materials.

1351. It would not affect them in inducing the proprietors to build with a better kind of timber?—Provided the landlords in Ireland adopted the system which the landlords in England do, it would make a most favourable change, both for their interest and the interest of the peasantry.

1352. What is the price of red oak?—The red oak sells from 5 *l.* to 6 *l.*, and the white sells from 5 *l.* 10 *s.* to 6 *l.* 10 *s.* per ton.

1353. For what other purposes is it used excepting shipbuilding?—For furniture and for coffins; there is a very large quantity of red oak consumed for coffins.

1354. Do not they take the cheapest material for coffins?—No; the Irish like to preserve the bodies of their old relations; they have a great fancy that way.

1355. What proportion of the timber consumed in Cork and the surrounding country consists of foreign timber, and what proportion of timber grown in Ireland?—It would be extremely difficult to give an answer to that question, without I were to take a personal statistical survey of the county.

1356. Can you say about what proportion?—I should suppose, from the scantiness of the indigenous timber of Ireland, that the proportion may be, that 1-10th of the timber of Ireland may be used that way.

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1357. Then Ireland is a country which is particularly interested in the foreign timber trade?—Unquestionably.

1358. The roofs of all the cottages of the poor are made of native timber?—In the interior of the country they are, but on the banks of the rivers, where they can get the foreign timber, mostly foreign timber.

1359. The Committee understood you to say just now, that the only foreign timber used in the construction of a cottage was used in the construction of the door?—That is of the planks; the deals I alluded to.

1360. Is there any importation of English timber into Cork for shipbuilding?—Yes, several cargoes are imported from Wales, and from the ports in the Channel.

1361. Any from Stettin?—There has not been a cargo from Stettin to my knowledge these 20 years in Cork.

1362. Or from any other Prussian port?—Memel timber.

1363. Any Memel oak?—I believe oak is rather scarce in the neighbourhood of Memel.

1364. Has there been a good deal of building going on of late years in Cork or the neighbourhood?—To a great extent.

1365. For a better class of houses?—Yes, for the houses of gentlemen, particularly in the environs of Cork.

1366. And in the city itself?—And in the city itself. Several new streets have been built, and rows of very handsome houses, in the English style of architecture.

1367. Now what sort of timber and deals are used in those houses, European or American?—American principally.

1368. Almost exclusively?—I may say so, except the sashes, and the timber exposed to the influence of the weather; the doors and sashes.

1369. Now tell us in the different parts of a house what description of timber is it that is used; when a large joist is used, what timber is principally used?—In buildings of a permanent nature?

1370. I am speaking of houses of as good a description as those which you say are lately built in Cork and its neighbourhood?—I believe it is American timber that is used in that way; but some gentlemen who are building houses on their own estates, and who have regard to perpetuity, they will rather pay the expense of the Baltic timber, even subject to the enormous duty it is.

1371. What description of the American timber would it be, yellow pine or red pine, that you would use when a joist of any size is required?—Red, I should say, in general, where you have regard to the permanency of the house; but with short leases it is very different.

1372. For all internal fittings, what description?—For internal fittings generally yellow pine.

1373. For floors?—Yes, floors.

1374. About what may be the amount of cost of building a house of that better description which you have stated?—The whole cost of a house that lets for 50*l.* a year in the city of Cork may cost about 450*l.* building.

1375. Can you inform the Committee about how many tons of timber may be consumed in building a house that costs 450*l.*?—In a gross amount, I should think from about 18 to 20 tons in a house of that description.

1376. Averaging how much a ton?—I should say about 3*l.* a ton.

1377. Does that include deals as well as timber?—Yes.

1378. What is the amount of freight you pay from America for timber?—At present I understand it to be so low to New Brunswick, and what are called the lower ports, as 30*s.* a load. Freights are always paid by the load.

1379. And what by these cabbage-built ships?—In Baltic-built ships last year it was 25*s.* a load; and 30*s.* a load has been given in English-built vessels.

1380. Is there only that difference of 5*s.* per load, 25*s.* for Baltic, and 30*s.* for English?—That is to the lower ports. To Quebec the general freight is from 35*s.* to 38*s.* a load. I beg to be understood that freights are always paid by the load.

1381. But it is generally about 5*s.* higher to Quebec than New Brunswick?—It is.

1382. What is the freight to Memel?—Twenty-five shillings in foreign vessels, and 30*s.* in British vessels.

1383. Can you account to the Committee why 30*s.* is paid in British vessels, when

when the importer can import for 25 *s.* in foreign vessels?—It depends entirely on circumstances.

1384. Can you state what those circumstances are?—It is easier to get foreign than English vessels in those ports; and if they can get foreign vessels, they will.

1385. Then when they can get the foreign vessels, they always take them in preference to British?—Yes.

1386. What was the insurance in these cabbage-built vessels?—The average, out and home, from 1 ½ to 2 per cent.

1387. Does the captain in foreign vessels receive any privilege, exclusive of this 25 *s.* at Cork?—A very small premium, which is considered as hat money.

1388. Therefore you have to add something?—Yes, perhaps 5 *l.*; it is some small sum.

1389. Do you think that it would be acceptable to the people of Ireland generally that the duties on timber imported into Ireland should be raised at all in any degree?—By no means.

1390. It would be most prejudicial to the improvement of Ireland?—Most unquestionably.

1391. That refers either to the American or the Baltic timber?—It is the general received opinion, that all the *primum* of the comforts of life should be imported into the country as low as possible.

1392. You have stated, that in a house which would cost about 450 *l.* in building, there would be about 18 tons of timber?—Yes.

1393. At 3 *l.* 5 *s.*?—Yes, on an average, about 3 *l.* 5 *s.*, because some of it would be red.

1394. That would be about 60 *s.*?—Yes, the cost of the timber.

1395. Now what would that cost at present, if it were in European timber?—That would cost about 110 *l.*

1396. Now what should you consider would be the difference in the value of the house, if it were built of European timber instead of American timber, from its greater durability?—It would certainly be considerably more than the value of the timber itself; it depends on the nature of the tenure of the house, and the localities of it.

1397. But is it not an irresistible temptation to persons who have small capital to employ it rather on perishable than on high timber, to have it as low as they can?—Most unquestionably it is; looking to an immediate profit.

1398. Which is an object to the small capitalist?—Yes.

1399. The rent would be the same, whether it was built with one timber or the other?—Yes.

1400. How do you form your calculation on the timber; is it after it is worked, or the timber in the log?—The timber in the log. The impression upon my mind is, that the duty on the deals should be apportioned to the tonnage that the deals would form as timber.

1401. But you have a scale in Ireland different from the English scale of duties, have you not?—I believe such a scale does exist, and has been very much complained of.

1402. For what reason has it been complained of?—From its inequality in operation.

1403. It does not descend below 12 feet, does it?—Twelve feet three inches is generally considered the standard deal.

1404. But can you import a deal 10 feet long at 10-12ths of the duty imposed on 12-feet deals?—I cannot answer that question, for I have not looked at the scale of duties at all. Not having been engaged in the importation, I did not pay any attention to the subject.

1405. Is there any observation you were desired to make to the Committee?—On my leaving Cork, several gentlemen connected with shipping and house-building requested, from my long knowledge of the facts and operations of the trade, that I would attend this Honourable Committee and give my evidence, in order that this Committee may adopt measures for promoting the general employment of the artizans and Irish peasantry, through the humble medium of my evidence.

1406. What did they desire you to state?—They desired me specially to state, as I was concerned in shipbuilding, the expediency, justice and necessity, of the drawback being allowed on all the timber used for shipbuilding and the repairs of ships; for instances have occurred, especially in the repairs of ships, of large vessels putting into Cork Harbour in wreck and leak, and in consequence of the

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dearness of the timber and the duty on the Norway and Baltic timber operating so heavily against their repairs in Ireland, that, at the risk of life and property, the ships have proceeded in winter time to ports in the Baltic and in France, belonging to themselves; whereas, had the duty been allowed on the Baltic timber to be drawn back, those ships would have been repaired in Cork Harbour and other ports in Ireland.

1407. Was there anything else that the shipbuilders desired you to state?—Yes.

1408. State what was the representation that you were desired to make by the shipbuilders?—I believe I have already done that.

1409. Well then, now with regard to the house-builders, what representation were you desired to make on their behalf?—By all means, if possible, to get the duty reduced on Baltic and Norway timber.

1410. Did they give their reasons why?—They did; of course in consequence of the permanency of the timber.

1411. Did they desire you to represent the necessity of taking off part of the duty on the Canada timber also?—Yes, they did; principally to promote the shipping interest, and by the additional quantities that would be imported to maintain the same revenue for the Crown.

1412. Do you think it possible, if there was a reduction of duty, that so great an increase of consumption of timber would take place as would produce an equal revenue to what would be the deficiency in the amount of duty?—I do; and I believe there are instances on record already.

1413. I am alluding particularly to the part of the country with which you are acquainted, Ireland?—I do certainly consider that there would be no diminishing of duty ultimately.

1414. Then you believe that the mass of consumers of timber in Ireland are really desirous of employing a more durable material?—Unquestionably they are.

1415. They have had no choice for many years?—They have had no choice for many years.

1416. You state, that for the repair of ships, it is necessary to take off the duty from timber?—I do.

1417. Do you know the amount of duty that is paid on oak timber?—I believe it is on some timber from the Baltic 50 *s.* a load.

1418. I allude to timber from any part of the world?—From America it is 10 *s.* a load.

1419. From Sierra Leone, which is the most durable timber used in shipbuilding, what is the duty?—I should imagine that the Baltic white oak is equal to Sierra Leone timber.

1420. Do you know what is the duty on the Sierra Leone timber?—I am not aware of it, but I suppose the same as the American timber.

1421. Ten shillings a load?—Yes.

1422. Then is the remission of that duty a great object either in shipbuilding or repairing?—No; but the duty at present is 55 *s.* a load, which is a great object.

1423. Are you aware that timber from America comes in at 10 *s.* a load?—Yes.

1424. And that that is used for repairing and sheathing ships?—Yes.

1425. And are you aware it is equally good for sheathing ships as the Baltic timber?—Sheathing is a more insignificant subject, because in practice it is of no great importance.

1426. Are you aware that the plank that is used in planking a ship may also be got from Sierra Leone at 10 *s.* a load?—Yes, I am.

1427. And that that is used in the British Navy in preference to anything else?—I believe that is rather a questionable object; I understand some strong objections have been made to the Sierra Leone timber being used as planking, in consequence of its liability to rent; from its exposure to the sun, it is very apt to split, and so is the New South Wales, which has been imported in large quantities from New South Wales into London.

1428. Are you acquainted with the quality of Sierra Leone timber, from your own knowledge?—Yes, I am.

1429. Have you been accustomed to shipbuilding?—I have; I have built several vessels myself, and repaired them.

1430. Of what materials have you built your ships?—Principally Welsh oak, and planked them that I did build with English oak plank, upon which there is no duty.

1431. On what ground do they pray to have an alteration in the duties on the score of shipbuilding?—In order to increase the quantity of ships that would be built in the ports of England and Ireland.

1432. But if they do not use this in shipbuilding, but, as you say, use English and Welsh oak for planking, on what ground can they pray for a remission of duties?—In consequence of the great scarcity of English oak plank and English timber; it is becoming in general very scarce.

1433. Is it Dantzic oak plank that they would wish to import?—Yes, provided they could be allowed to import it with a drawback duty.

1434. And foreign knee timber do they wish to import?—The knees principally are made of iron, and they prefer them of iron.

1435. Do they use American elm in shipbuilding?—Vast quantities.

1436. What is the duty on that?—The same as on the fir timber, 10 *s.* a load; vast quantities of that are used.

1437. And they pray for a remission of that duty?—The duty on that is so small that it would not be an object.

1438. Are you aware they use American elm in the British Navy?—I should suppose they do.

1439. And that it is very durable and equal for shipbuilding?—In the bottoms of vessels only.

1440. Then with English oak plank for the tops and American elm for the bottoms, can there be any better materials for shipbuilding?—There could, but it would be extremely expensive to have the bottoms of ships planked with English elm, when they could get the American elm at a cheaper rate than they could the English elm.

1441. And it is of good quality?—In general it is, for I made myself very conversant with the subject before I left Ireland. I spoke to several builders on the subject; I went to all their yards in Cork.

1442. You gave some evidence just now in reference to the cheap rate at which ships built in America might be purchased at Cork?—Yes.

1443. Are you acquainted with the expense of navigation as well as the production of ships?—I think I ought to be.

1444. Have you been a shipowner yourself?—Yes, a considerable shipowner.

1445. Then you can perhaps tell the Committee whether if the expense of the production of a ship in England was brought to the same level as the production of a Baltic ship, in your opinion the British shipowner could compete with the foreign shipowner, considering the relative expense of navigation?—The relative expenses of navigation apply to wages and provisions, which are of course much cheaper in the ports of the Baltic than in any ports in the United Kingdom.

1446. Can you state as a fact, from your own knowledge, what the expense of wages and the principal articles of provision are in the Baltic and in the United Kingdom?—The wages of seamen are 50 per cent. less in the Baltic ports than they are in the British ports.

1447. Have you ever employed Prussian seamen yourself?—I have frequently, but then they get the same wages as the British seamen.

1448. That is because the Navigation Act requiring you to have three-fourths of your crew British seamen, you cannot have two rates of wages for seamen in the same ship?—Certainly not; it causes a jealousy.

1449. Have you ever been a mortgagee of a Prussian ship, so as to be aware of all the details of the expenses in navigating a Prussian ship?—No, never.

1450. Therefore you never had any insight into the expenses of navigating a Prussian ship entirely with Prussian seamen?—Certainly not personally, only theoretically, from conversations with captains and owners of those vessels.

1451. So far for the wages; now for the provisions. Can you state about what is the relative cost of provisions that are consumed in a British and also in a Baltic ship?—I should suppose, on a theoretical view of the subject, it might be 50 per cent. less in foreign vessels than it is in the British ships.

1452. What are the wages of seamen in a Prussian ship?—From 25 *s.* to 30 *s.* a month for the able seamen.

1453. And what in a British ship?—In a British ship they are from 40 *s.* to 50 *s.*

1454. Do the ships from Cork to America get their wages at 40 *s.*?—They do; but in the winter season they generally give 50 *s.*

1455. And in the summer 40 *s.*?—In the summer 40 *s.* In consequence of the additional

additional hardships which the seamen have to endure in the winter season, they give them 50 *s.*

1456. But I thought you stated the wages in a British ship were from 40 *s.* to 50 *s.*?—Generally; the year round.

1457. But what are the wages of seamen in a ship from Cork to America?—From 40 *s.* to 45 *s.*; superior seamen may get 50 *s.*

1458. Can you state the price of provisions in the British ship?—I can.

1459. What is that?—Beef may be had for about 30 *s.* a cwt. at Cork, and pork from 18 *s.* to 20 *s.*

1460. That is fresh meat?—Fresh: salt is extremely cheap; good beef in Cork is 30 *s.*

1461. What is the cost of those same articles on board the foreign ship?—From inquiries I have made, I should say there is a difference of 50 per cent. cheaper; not pork; I do not suppose pork is cheaper in any part of the world than Ireland.

1462. Then how can you say 50 per cent.?—On beef and bread.

1463. But if you suppose it is fresh beef they live upon, the Prussian ship, when it arrives in the British port, must supply itself with fresh beef from the English market?—They do. They do not buy the salt provisions; they corne the beef on board, I suppose.

1464. And the British ship, when it arrives in the Prussian port for its return voyage, would purchase the beef in the Prussian market?—Yes.

1465. Therefore are not the vessels of the two countries, supposing that they consume the same quantity of fresh meat, on a par in respect of price?—Certainly not; I should think there is a difference of 50 per cent. in the articles of beef and bread, and peas and beans.

1466. There may be a difference of 50 per cent. in the price of the two markets; but inasmuch as the Prussian, when he arrives at the English port, would supply himself with fresh provisions in the English market, and the Englishman, when he arrives at the Prussian port, would supply himself with fresh provision in the Prussian market, would not the vessels of the two countries be on a par in that respect?—I certainly should think not.

1467. Why? we are talking of fresh provisions, and not of salt?—I understand that they will get beef in the Baltic ports from 14 *s.* to 15 *s.* a cwt., and in the British ports they must pay 30 *s.*

1468. You have told us that already, that there is a difference of price in the two markets; and you have also said that the Prussian who wants fresh provisions for his return voyage must supply himself in the English market, and the Englishman who wants fresh provisions for his return voyage must supply himself with fresh provisions in the Prussian market; now then would not the vessels of the two countries, so far as the costs of fresh provisions go, be precisely on a par?—I certainly consider not, by any means.

1469. Is the scale of victualling the same on board the Prussian as the English ship, the ration of meat?—I imagine they allow a much more considerable quantity of meat in English ships than they do on board foreign ships. I should imagine they use on board the English vessels treble the quantity of meat to what they do on board the foreign vessels.

1470. But have you ever seen an account of the expenses of a Prussian ship?—A great many years ago I have; 30 years ago.

1471. Since that, you have seen no account of the expenses of a Prussian ship?—There are very few come into the harbour now.

1472. And therefore you have very small means of information with regard to Prussian ships?—Very small, in consequence of the prohibitory duties; they have destroyed the trade, and therefore I can give no correct recent evidence upon the subject at all.

1473. Are you acquainted with the price at which salt provisions imported into this country from the Baltic may be purchased in bond?—I have heard that they can be bought 40 or 50 per cent. under the price of Irish provisions.

1474. And bread?—And bread at the same rate.

1475. Does not a considerable proportion of the expense of victualling seamen consist of what are termed the salt provisions?—Yes, certainly; in English ships especially.

1476. Would it not be an advantage to British shipowners, if they could purchase these foreign stores in bond for the victualling their ships out?—It would be an

an advantage to the shipowner, but extremely prejudicial to the interest of the country their doing so.

1477. To the interest of Cork?—Not Cork locally, but the interest of England and Ireland.

1478. It would be especially injurious to the Irish provisions?—Yes.

1479. Would it have any injurious effect with the peasantry residing in the neighbourhood of those places from which the Cork salt provisions are chiefly obtained?—I believe it would. It certainly would have an operation in that neighbourhood.

1480. They would not be able to build so many houses?—There is a gentleman in the Committee who is much more competent to answer that question than myself.

1481. Then if the introduction of foreign timber, brought as it would be in foreign ships, would cause a diminution in the demand for Irish provisions, it would affect the Irish population just as much as they would be benefited by the reduction of duty?—It certainly might have that effect I should think.

1482. You have stated that in a house costing 450 *l.*, the number of loads of timber is from 18 to 20; can you tell the Committee what number of loads of timber a house costing 5,000 *l.* would require?—A house costing 5,000 *l.* would be built entirely of Memel timber I should think, and therefore it would cost at least 2,000 *l.* to build a house costing 5,000 *l.* with Memel timber.

1483. Are your aware that the valuation of the wood is 10 per cent. on the value of the whole building?—I am not aware of it.

1484. You say you would reduce the Baltic timber, if the houses in Ireland should be built of a more durable material?—Certainly.

1485. The preference is now given to the American timber on account of its cheapness?—Unquestionably.

1486. You also propose to reduce one-half the American timber?—Yes.

1487. Would not the American timber fall nearly in the same proportion as the Baltic timber under those circumstances, and that still a preference would be given to the American timber?—It would, from its cheapness in building houses; but when an individual was building a house on his own property for his own use, he would exclude the American timber entirely from that house.

1488. Then if you reduce the American timber, the American timber would still be the cheapest of the two?—It would; but it would not be the most beneficial, in consequence of its tendency to rot or to decay.

1489. But it is not the most beneficial now?—It is not, in consequence of its being temporary.

1490. But if Baltic timber were to come down to 70 *s.* a load, and there would also be a reduction in the American timber, the speculating builder would still employ the American timber to build his house?—Certainly he would do so, the speculative one; but I allude to those who do not speculate, but build houses for their own comfort and permanency.

1491. Would you think it advisable, for the general interest of Ireland, that timber should be shut out, of either the American or the Baltic trade?—Unquestionably not.

1492. Then you would object to any scale of duties that had that tendency?—Certainly; the Baltic and Norway timber ought to come in along with the others, but their protecting duties will not allow of it.

1493. Supposing there were no duties on either, the American trade would be entirely extinguished?—I should think so; but it would be very prejudicial to our shipping, because then the foreigners would destroy our shipping interest entirely.

1494. Therefore, in your opinion, to a certain extent a protecting duty is necessary?—Yes.

1495. In favour of American timber?—Yes, unquestionably.

1496. And the consumer would lay at the mercy of the importer from either the Baltic or Canada, if duties were so placed as to shut out either?—Unquestionably.

1497. Now the present protecting duty is 45 *s.*; namely, 35 *s.* is paid upon Baltic, and 10 *s.* on Canada?—Yes.

1498. What do you think would be the protecting duty which would be sufficient to give a fair proportion to each?—Thirty-five shillings per load on Baltic and Norway timber.

1499. And how much on Canada?—The Canada is now 10 *s.*, but I would recommend you to reduce it to 5 *s.*

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1500. So that you would leave a protection of 30 *s.* on the difference between Baltic and Canada timber?—Yes. I would also look to another object, which is this: the present angry feeling of the Canadians towards the British Government, which is a very important consideration, and should influence the Committee to do everything that is possible to conciliate the Canadians, to cease every cause of the present irritation; and they may complain very much in Canada and in New Brunswick, if, by the admission of the Baltic and Norway timber into the ports of the United Kingdom, there was any partiality given to the extension of that trade to their prejudice.

1501. You do not know what the state of feeling is in Lower Canada, do you, respecting the timber trade?—I believe they are extremely jealous of timber being imported into the United Kingdom from the foreign ports, at any reduction of duties.

1502. Do you know it to be so?—I have heard so from individuals who have been lately there.

1503. What is the difference in freight between Cork and Quebec, and Cork and the Norway ports?—Twenty-five shillings a load freight from the Baltic.

1504. No, but from Norway?—It would be 20 *s.* per load from Norway, and 25 *s.* from the Baltic.

1505. And Quebec?—That would be 35 *s.*

1506. And the lower ports?—The lower ports 30 *s.*

1507. Then the protecting duties would rather more than cover the difference of freight?—No, I do not think it would; not on what I suggested, for there would only be a fall of 20 *s.* a load.

1508. Do you found your computation, as to the scale of duty that you would recommend, upon the difference of freight between Cork and Norway, and Cork and Quebec?—I do.

1509. You make that difference to be 15 *s.*; that is, from Norway 20 *s.*, and from Quebec 35 *s.*?—Yes.

1510. And the difference of duty that you have recommended is 30 *s.*?—Yes.

1511–12. You recommend that the American timber should be subject to a charge of 5 *s.*, and the Baltic timber to 35 *s.*, which is a difference of 30 *s.*; how do you reconcile those two statements?—I speak from experience, as an importer of timber, on the subject; and I am perfectly satisfied that, if the duty on the Baltic timber was reduced, the consumption would be very considerable of the Baltic timber.

1513. Is there any further observation that you wish to make to the Committee?—I wish to state that I have prepared a written statement, which, with the permission of the Committee, I will read. [*The same was as follows:*] *On the Timber Duties.*—The duties on all timber to be assimilated between Great Britain and Ireland. The American timber trade forming the principal employment for the shipping of Ireland, which is increasing rapidly, nothing should be done to depress it. Considering timber as the "*primum*" of the comforts of life, and the "*primum*" for the employment of thousands of artizans and labourers, I look forward to the total reduction, in a few years, of the whole of the duties existing on the British and North American timber and deals, a measure which would be deemed conciliatory by the colonists. But at present I would recommend, if possible, the duty to be reduced one half, which might cause the deficiency of revenue to be made good by a vast increase of quantity, as has been manifested in other articles of commerce. The duty on deals should be calculated, not per 100, but the contents of feet in tonnage. With reference to the quality of timber most useful in Ireland, from long experience formerly in the trade, I would say that it was the Norway timber. From its durability, its facility of removal to the mountainous districts, and its adaptation to the cottages of the peasantry, who in general occupy hovels at present far worse than those which an English farmer appropriates to his pigs. But the reduction of the duty on timber, however desirable, would only be one among other measures to give comfort, and consequent content, to a large portion of the population of Ireland. Witness would look more to the moral influence of the landlords and clergy to attain so happy a consummation; whilst he looks to the modification of the duty on Norway and Baltic timber as one of the means to an important end. He understands from the Right honourable President of the Board of Trade that the reciprocity treaties with the Northern Powers inhibit the protection which used formerly to be given to British shipping in the trade with those countries. When witness

witness considers the cheapness of labour, of provisions, and of all the *prima* of a mercantile navy in the north of Europe, he cannot but feel, as an old shipowner, the vast difficulties which that interest must sustain in competing with countries not labouring under the difficulties the United Kingdom does; therefore he would look with very great caution indeed as to any measure that would injure the great bulwark of our military navy, by depressing the mercantile navy as the nursery of seamen. But still he is fully of opinion that there ought to be a reduction at once in the duties on Norway and Baltic timber, and a reciprocity system introduced on a better footing with those powers, and which the happy Norwegians would gladly enter into, so far as their future intercourse with Ireland may allow. The commanders of these vessels in general are a superior order of men, and during my connexion with them they united the duties of the seaman with those of the merchant. When there was no prohibition, as now unfortunately exists, to the trade with Norway, I have known instances where these commanders took half the value of their cargoes back to their country in the following manufactures of Ireland: coarse woollens, checks, leather and glass. Ireland can supply these articles on, I believe, cheaper terms than England. To these I may add the article of soap, which, by the existing duty in England, and the vast impositions in the drawback of this duty, have nearly annihilated the once very important branch of Irish manufacture and commerce. Witness is aware that there is and has been a Select Committee sitting on that article; but the only way to give fair play to Ireland would be to reduce the entire duty in England, and to explode all drawbacks, a system most prejudicial, in its expensive operation, to national prosperity, as are bounties, which he rejoices are nearly annihilated. Witness would therefore humbly suggest to the Committee reducing the duty on Norway and Baltic timber and deals from 50 *s.* the load to 35 *s.*; affording every facility of bonding and obtaining, under wise restrictions of safety to the public revenues, a drawback of the entire duties of such timber used in the construction and repairs of ships, and in the construction and repairs of all churches and places of public worship, a measure in practice with the timber used in the mines, and he believes in the churches of the Establishment. The deals of Norway and the Baltic are still imported in small quantities into Ireland.

1514. In former times do you remember that Norway captains were in the habit of taking from Ireland, in return for their cargoes, any of the produce and manufactures of Ireland?—I do.

1515. What were the manufactures?—Coarse woollens, checks, leather, and glass.

1516. That has ceased?—That has totally ceased.

1517. Is there no export of a corresponding kind to America from Ireland?—Very little indeed, scarcely any.

1518. Is there not at present a drawback allowed upon the timber used in building churches, and have you not found that such a favour to the Church establishment is viewed with considerable jealousy, because it was not extended to other sects in Ireland?—Most unquestionably.

Isaac Solly, Esquire, called in; and further Examined.

1519. THE last time you were here you stated that the usual price of yellow pine timber in this market might be about 3*l.* 15*s.*, and you stated that the duty was 10*s.*, the freight being 35*s.* which would be 45*s.*; at what would you put the charges?—The charges are somewhere about half-a-crown a load.

1520. The interest and insurance?—I have not included the charge for insurance nor interest in any one of my calculations. I have left them out altogether, but the insurance would be about three-fourths per cent., or about 3*d.* per foot.

1521. What would you put all these together at about?—I should think half-a-crown would cover all.

1522. Then 5*s.* being added to the 45*s.*, that would bring it to 50*s.*, and that would cover it all, would it?—More than cover it.

1523. Then deducting 50*s.* from 75*s.*, that would leave 25*s.* as the proceeds per load of yellow pine timber?—Yes.

1524. Now you were asked what you believed to be the proceeds of a cargo of timber, and you stated 15*s.*?—When I was speaking of that I was speaking of the lower port timber, the Miramichi timber, and not of the yellow pine timber of Quebec.

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1525. But you are aware that a cargo of good Miramichi timber, of that description of yellow pine, sells at the very highest price, are you not?—Some do and some do not. The very largest of the Miramichi does, as it is particularly appropriate to particular purposes, on which account it sells much higher; but that which is not fit for those particular purposes sells for much less.

1526. What would you take as a fair moderate price on a cargo of Miramichi timber?—As the net gross selling price, 3*l.* 15*s.*

1527. Then you see, deducting 50*s.* from 75*s.* would leave the net proceeds 25*s.*, whereas, in the answer you gave on a previous day, you stated you thought about 15*s.* would be the proceeds?—If you will give me leave I will read the evidence, and perhaps that will bring to my recollection what was passing in my mind.—[*The Witness referred to his former evidence.*]—I now recollect it was not at all in reference to the 3*l.* 15*s.*, but to the fact that in many instances the yellow pine from Miramichi sold for so small a price, that, after deducting all the charges and the freight, it has not netted more than 15*s.*

1528. But supposing the price to be 3*l.* 15*s.*, according to what you have stated, it would leave the net proceeds 25*s.*?—Decidedly.

1529. Then if 3*l.* 15*s.* was the present market price, the present net proceeds would be about 25*s.*?—That is what I should think.

1530. Do you think 5*s.* would cover all the charges of every description except freight?—There is very little doubt about that.

1531. Commission and insurance?—No, not the commission; the actual charges, rafting, and insurance, and delivering; it is without reference to commission.

1532. Are the cargoes of Miramichi timber brought to this market generally sold on commission?—The greatest part, I believe; but I do not feel myself competent to speak precisely upon that subject. I believe that the greatest part, or a very great part, of the Miramichi timber, in the shape of timber, comes on a remittance for shipments hence. There is a good deal purchased by ships that go seeking, and consignments absolute on account of the parties, particularly from St. John's.

1533. Then in those cases where it is a remittance for goods, probably there will be a commission, will there not?—It is a barter trade.

1534. The merchant here would charge a commission, probably?—In what way he arranges that I will not pretend to say.

1535. However, the net proceeds in this case would exceed the 15*s.* given in your former answer?—Decidedly.

1536. Can you give the Committee any information with respect to the cost of production of the timber at the Baltic, and more specific information in reference to the source from which it is supplied, and the expense of bringing it down to the place of shipment?—Much in detail I cannot, but I have had some letters upon the subject; with your permission I will produce them.

1537. Are these letters of recent date?—Some of them are of a recent date. I wrote to my correspondent at Dantzic, and at Memel, at the beginning of the year, in consequence of some inquiries that were made with regard to the timber trade. My correspondent at Memel's letter is dated the 31st March, and it is in answer to one of mine of the 13th; and I have got a letter of 1834 upon the subject of the Dantzic trade, and another of 1835.

1538. Will you read that part of the letter that refers to it?—One is upon the subject of oak planks, and one upon the wood trade; one is dated 6 January 1835.

1539. Where from?—From Dantzic. "6 Jan. 1835. There will in all probability be very large quantities of wood, provided we get frost to make the roads in Poland practicable. All the people concerned in the wood trade from Poland have gained much money, in the course of this year particularly, and great efforts are now making there to facilitate and promote this branch of business. The Polish bank at Warsaw is now sending round a person from here into the forests to make them a report of the quality of the wood, and money will then be advanced to enable the proprietors to cut the wood, and bring it to Dantzic. Our stocks will now soon become too large for schemes of monopoly, which during the last three years have driven prices up here without necessity. A great fall is, on the other hand, not likely to take place; for the French are getting more and more into the taste of employing our fir timber and deals. Besides this, there is always the expectation of a change in the duties with you, which makes the holding of a stock of wood desirable."

1540. Now

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1540. Now the other letter; will you read that?—Dantzic, 27th of March 1835, from the same person, and to my son: "I am not of your father's opinion, that it would be better to raise the duties on American than to lower them on Baltic timber, unless it be intended to make it exclusively a British question. Only consider that a load of timber, which sells in London for 5 *l.* 5 *s.*, yields net proceeds in Dantzic 1 *l.* 5 *s.*, and in the forest in Poland rarely more than 5 *s.* The rest is all a rolled-up snow-ball, composed of duties, interest of money, and charges which melt away into nothing for the reality, if the price in London be only 5 *s.* less. Can such a trade be lasting? It has of late years begun to take its direction to France. The French are now getting more and more into a relish for Baltic timber; the contracts for the French navy are more than 10 times larger than those of England. Our timber pays no duty in France. The capital required for the wood transactions with that country is only one-third of what it is in those with Britain. The qualities and dimensions which are excluded from the British trade by the discrepancies in your scale of duties, may be sent to France. All these circumstances combine to produce indifference with regard to the treatment of the question in Parliament, unless it were likely to engender a considerable reduction of the duties on all sorts of wood, which alone would be able to revive the British interest, formerly so predominant in this part of the world. Your favourites, the Canadians, how grateful they are! Your Members of Parliament, who compare the exports of Britain to Canada with those to the Prussian ports of the Baltic, do not know that nearly the whole importation of colonials and manufactures for Prussia and Poland goes by way of Hamburgh; so that even in Dantzic we begin to get coffee and sugar cheaper from Hamburgh, by way of inland navigation of the Elbe, Oder and Vistula, than we can get such articles by sea. The Sound dues alone amount to more than the river freight. Most of our large ships are now loading for France; almost none for England, except the few that have to go to Liverpool for salt. I think it will not be long until we shall take our salt likewise from France. Some large cargoes from the Mediterranean are already admitted."

The following is from the letter of my correspondent at Memel, and is dated 31 March 1835:

"In reply to yours of the 13th, I beg to refer you to the enclosed sketch which Mr. M'Lean has made during my absence, although not entirely my ideas; what regards the deals would certainly meet great opposition, for many see the matter in a very different light. Something soon must be done for the Baltic wood trade, otherwise that of this port cannot subsist much longer. I am of your father's opinion, that it will be better to lay on an additional duty on the American wood, rather than to reduce that on the Baltic, which certainly would cause much noise and opposition, and likely to do harm."

The letter or sketch above referred to is dated Memel, 28th March 1835, and is as follows:

"If the duties on wood are to experience a revision, and are to be altered, and it is intended to do so in unison with the interest of the consumers of this article in your country, and not perhaps to that of the British-wood sawyers merely, we would recommend, as far as the trade in wood of this port is concerned, not to put a proportionate addition on the duty of deals, as such is urged by parties who speak merely in favour of the British sawyers, but to favour deals as much as practicable in regard to duties. All those who convert timber into deals will know that a great quantity of the converted article is useless or greatly faulty on account of inward decay of the wood, from rotten knots or the cross-running of the shake; and that on account of these, which are of serious loss to the converter, the British consumers would be badly and expensively served, if, by equalizing the timber and deal duties, the trade of converted goods should be stopped or greatly curtailed. These observations may sound curious to parties that understand nothing of the trade or the conversion of wood, but are nevertheless correct and founded on fact. As the Russian ports have acquired a preponderance in consequence of the round wood which they convert there enabling them to ship a much larger proportion of 21-feet deals, which come in on a lower duty than those shipped from hence, which barely turn out at an average of 18 feet, we would recommend, to obviate this preponderance, to put a scale of duties on deals somewhat on the Irish system, and commencing from 12 feet, rising by 1 or 2 feet, without any limit to length, or at all events as far as 26 or 30 feet. That deals cannot be shipped longer than 21 feet, unless paying the deck-deal duty, is of the greatest inconvenience, and consequently increases the cost of the article to the consumer, and quite needlessly. The round wood that

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comes down here is from 20 to 30 feet long; a very small quantity is longer. A great number of the trees have a bend in the middle, and these must be cut in two; thus giving two short deals, thereby reducing the average lengths. A fine piece of wood of 28 feet must either be cut into two, or 14 feet, or it makes a 21-feet deal, and a deal-end of 6 feet. The former, the 14 feet, can only be imported at a higher duty, and the deal-end must be sold at a lower price; if your consumers were allowed to use 28-feet deals, and it now and then, they would save some money. That deals are all confined to 3-inch thickness is highly pernicious to the business, and must be very inconvenient to your builders. Deals would be much cheapened if 4-inch, 2 ½, 2, 1 ½ and 1-inch were allowed to come in as well. The high duty on oak plank has ruined this business, and such seems now imported for Government purposes only. Square oak goes now and then, and those who convert it will find a corroboration of the remarks that we made in reference to the fir round wood. Every facility caused to the trade here by an alteration on your side would be welcome. We fear the business here is already greatly declining; and if anything is to be done, it ought to be done soon. A reduction on the Baltic duties, with an addition of those on American wood, would be of greater service than a mere increase of the British colonial duties. The present system of colonizing Baltic wood is an absurd contrivance."

The letter from Memel, from my correspondent to my son, says, " I am of your father's opinion, that it will be better to lay on an additional duty on American wood rather than to reduce that on the Baltic, which certainly would cause much more noise and opposition, and likely to do harm."

1541. Does he mean to say do harm to Prussia, or do harm to England or the colonies: " I am of your father's opinion, that it will be better to lay on an additional duty on American wood rather than to reduce that on the Baltic, which certainly would cause much more noise and confusion, and likely to do harm reducing." Does he mean noise in Prussia?—Noise in Prussia.

1542–3. Or does he mean noise in England?—Perhaps both.

1544. Perhaps you will have no objection to telling us what is the occupation of your correspondents in Dantzic?—Both merchants.

1545. Wholesale merchants?—Yes, both of them, and are my agents at their respective places; but the one from Dantzic is almost solely my agent, whereas the letter from Memel is from a general and commission merchant.

1546. Natives of both places?—The letter from Memel is from an Englishman, and a Prussian subject; and the one in Dantzic from a Prussian, and who is in office likewise. He is at the head of a department of government which is local, attached to the province of Eastern Prussia.

1547. And a Prussian by birth?—A Prussian by birth. This is with regard to oak plank:

" Dantzic, 18 November 1834.

" My direct purchases from the Poles this year, including the above-mentioned 1,283 pieces not shipped yet, have delivered altogether about 2,500 pieces fit for you; and to obtain 2,500 pieces of plank fit for the navy, I have been obliged to buy altogether upwards of 10,000 pieces, whereof 4,000 are still on hand. The means of running off the three fourths of the Vistula plank, after your one fourth has been taken out, can never be concentrated in one hand, and the weight of holding these three fourths until they can be disposed of is much heavier than you seem to be aware of. Who is likely to buy 2,000 pieces of 2 ½ and 2-inch without 4, and 128 3-inch, unless I give them away?"

The history of that is, that the duty here is so heavy that they are quite excluded from the English market. The duty upon oak plank is 4*l.* a load.

1548. If you could offer these at lower prices, do you think there would be a consumption for them?—Yes, very large indeed. There was a very large consumption for them at the time when the duty was 1*l.* a load.

1549. What is the price then of the oak plank?—At that time?

1550. No, at present?—About 6*l.* 10*s.* a load.

1551. For oak plank at Memel?—Yes.

1552. To which must be added the freight?—Yes: the shipping charges, the freight and the duty, and the charges here, 6*l.* 10*s.*, and about 10*s.* the charges there, that is about 7*l.*; the freight is about 1*l.* 2*s.* to 1*l.* 3*s.*, that is 8*l.* 3*s.*; the

the duty is 4 *l.*, that is 12 *l.* 3 *s.*; and at the very lowest, supposing it is sold from the ship, the very lowest would be 10 *s.* charges here.

1553. What is the market price here now of oak planks?—About 11 *l.*

1554. Do the same restrictions as to thickness apply?—No, the duty is per load; but then to that must be added the difference between the measurement for sale and the measurement for duty. The measurement for duty and freight amounts to 10 or 12 per cent. more.

1555. More than the actual contents?—Not the actual contents, because there is a point at which they actually measure it; but more than the applicable contents.

1556. More than the contents for which it can be sold?—For which it can be sold, and for which the buyer can use it.

1557. Are you aware that an article has come lately into consumption from America, I mean the elm, the rock elm, which has a good deal superseded the use of Dantzic plank?—It would not have superseded the use of Dantzic oak plank if it had not been for the duty.

1558. But as it is?—But as it is it does.

1559. And even without any extension, supposing that the duty was diminished on Baltic oak plank, still would it be able to compete with the American elm?—I think it would, but not in quality.

1560. And the Sierra Leone oak has materially interfered?—The Sierra Leone oak timber is about 8 *l.* 5 *s.* to 9 *l.* the load at this present time in the logs.

1561. If that is cut into planks there is a considerable waste?—A very considerable waste indeed.

1562. What is the price of British?—The price of British varies very much indeed according to the thickness, rising in price from the two-inch thick up to whatever thickness is required. The two-inch oak plank is as low as about 6 *l.* or 7 *l.* to 8 *l.* a load, and rises up to 15 *l.* per load, the length 20 to 23 feet.

1563. But institute a comparison as nearly as you can, keeping quality in view, between Dantzic oak plank and British oak plank?—They are hardly ever brought into competition in the use, especially for ships of the better description. The bottom of the ship the Dantzic oak plank is applied to, and above the water-mark, or whale-piece, the English.

1564. What is the average length of Dantzic oak plank?—The average length is about 30 feet.

1565. Clear of knots, is it not, nearly?—Very nearly.

1566. If you were to require English oak plank of the same thickness, and the same length, and equally clear of knots, what price per load would it cost you when it was cut into planks?—If the English oak plank were to be brought to precisely the same form as the Dantzic oak plank, you must double the price of English oak plank.

1567. Could you obtain it in quantities?—You could not; it is quite impossible.

1568. But with a view to durability, which is of the better quality?—There is hardly an instance of the Dantzic oak plank applied to ships of war, to the bottom of ships of war, decaying; but it will not stand the change of weather out of the water to the same extent which the English will.

1569. Is not the plank in the one case, namely the foreign, perpetually under water, and exposed in the other to the variation between sometimes wet and sometimes dry, a conclusive proof that the British quality is the most durable?—I have no doubt but what it is.

1570. If the English plank were brought to the same shape as the Dantzic plank, it would cost double the price?—Yes.

1571. Would it be requisite, in order for its application for the purpose of shipbuilding, that it should be brought to the same shape?—Most assuredly not, for otherwise it would be so. Now the fact is, that no English oak plank put into a ship is brought into the same shape, because it is worked top and butt.

1572. That is, that the broad part of one plank is put against the narrow part of the other, and therefore the same space is covered as would be if the planks were parallel?—Yes; but the English oak plank never is equal to the average length and width of the foreign oak plank; the Dantzic oak plank is from 24 to 60 feet in length.

1573. Can you inform us about what distance the bulk of the timber that is shipped at Memel or Dantzic has to be brought from the forest in which it is produced?—The bulk of the timber that is brought down to Memel comes from Lithuania, some from Volhynia. A great part of the oak planks and staves that are

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brought down either to Dantzic or Memel is from the banks of the river Bog, between the Dniester and Dnieper, and which runs into the Black Sea.

1574. About what distance is that?—It generally takes two years.

1575. Two thousand miles, do you think?—No, hardly that; about 1,000 miles.

1576. Is not a considerable portion of the timber floated down the river in rafts that constitutes the means of conveyance for corn from the interior of the country?—Hardly any at all; and if it is, it is always the exception. It is not that it is never done, but it is not commonly done.

1577. Was it not commonly done when the corn trade was pretty active?—No, certainly not. When the corn trade was in its most active state a great quantity came down in vessels square built, and for that sole purpose, and which were broke up for firewood and other purposes after their arrival at Dantzic.

1578. To whom do the forests from which the timber is procured chiefly belong?—Noblemen, and part to the government. One of the most important noblemen was Prince Czartorinsky and Prince Radzeville.

1579. And you said the sum they receive for the purchase of their timber you consider not to be more than 5 *s.* a load?—No, I did not say anything, if I recollect right, about the price per load; and I rather think I did not mention any price, for I felt great doubt about it. There was a time when the Polish Jew obtained leave to go into the woods, and to cut a given number of fir trees, from a particular district, and of such size as he thought proper, at the rate of a ducat a tree.

1580. The ducat being how much?—About 10 *s.*

1581. May that be taken as being the average cost now?—I should think higher; I should think the price would be higher now.

1582. How much higher?—I do not feel confident at all on the subject to give an answer.

1583. What portion of the 25 *s.*, the net price of the timber in Dantzic, consists of the expense of conveyance from the place of production to the port of shipment; what is the shipping price in Dantzic or Memel?—The shipping price at Dantzic and Memel is about 25 *s.* a load.

1584. Do you mean to say that includes the over-measure, or is that reduced to English measure?—It is reduced to English measure.

1585. Of that 25 *s.* what portion do you imagine to be absorbed in the expense of conveyance from the place of production to the port of shipment?—That is a question that I should wish to be excused answering, because I do not feel sufficient confidence in my knowledge of the subject.

1586. Must not a considerable part of it be so?—No, certainly not; the expenses of bringing it down are not very heavy.

1587. Then how does it get to the Bog during the winter?—Principally over the snow; the expenses of that are very different, according to the season.

1588. And you do not wish to state any specific portion, in your opinion?—No, I would not undertake to do it. I could obtain information on the subject; but I could not speak to it myself.

1589. Will you have the kindness to furnish the Committee with that information?—I will. There is something to that point in the letter.

1590. The letter that you read stated, that out of the 25 *s.*, the shipping price, only 5 *s.* reverted to the owner of the forest?—Yes.

1591. Can you reconcile that letter with your own opinion?—The letter says, "I am not of your father's opinion, that it would be better to raise the duties on the American than to lower those on Baltic timber, unless it be intended;" and the next sentence is, "Only consider that a load of timber which sells in London for 5*l.* 5*s.* yields net proceeds in Dantzic 1*l.* 5*s.*, and in the forest in Poland rarely more than 5 *s.*" That must mean the net 5 *s.* to the landed proprietor. This remark applies to fir timber, but does not apply to oak plank.

1592. Then all the remainder of the 25 *s.*, the selling price in Dantzic, must consist of the expense of bringing it down to that market?—And the profit of the bringer down. I should consider this means, that the landed proprietor gets only his 5 *s.*

1593. Do you know whether the timber is brought down at the Polish or the Prussian expense?—At the Polish expense. It is the Polish Jew who is the bringer down of it, and who is the purchaser of the liberty to fell it in the nobleman's forest.

1594. And this timber comes from Russian Poland?—Not all; some of it comes from the banks of the Vistula. I do not think any part of this river, unless some of the minor branches, runs into Russian Poland.

1595. Some comes from Austrian Poland?—Some comes from Austrian Poland.

1596. Is the oak plank sawed in the interior?—Yes.

1597. And the fir deals?—The deals at the shipping ports.

1598. Does any of it come from the Prussian territory?—Some of the timber does. The Prussian government possesses very considerable fir forests; but I do not know of any oak that comes from any forests belonging to the Prussian government; and the restriction on the felling of wood in the Prussian royal forest has been very considerable.

1599. Is there any considerable portion of timber exported at Dantzic that comes out of the Prussian forests?—Yes, some of the very best.

1600. The Stettin oak, where does that come from?—That comes from the neighbourhood of Posen, and the banks of the Wartha and Oder.

1601. Are the port charges on shipping much the same as they were 20 years ago at Dantzic?—Do you mean 20 years precisely, or within my recollection? In my recollection, Dantzic was a free port, and now it is a Prussian port, and the charges are different.

1602. Are they higher or lower?—Lower.

1603. Is the bar at Memel shallow?—Yes; from October of last year ships were detained three months before they could sail, in consequence of the water being so low.

1604. It requires a considerable quantity of fresh water to clear the bar, does it not?—Yes.

1605. Has it been progressively shallowing for some years?—No; it varies.

1606. Not for the last three years?—No; just the contrary.

1607. It depends entirely almost on the run of fresh water?—Independent of that particular fact of last year, when the water was scarce in the rivers generally, the bar of Memel is deeper than it was.

1608. Ships of what size can pass the bar?—Three hundred tons.

1609. Nothing above 300 tons?—No; it has about 14 feet depth of water.

1610. Is it dangerous anchoring outside?—Yes. The coast of Memel presents a frontage to the west, without anything like a harbour; it is an open coast.

1611. Is the westerly wind a prevalent wind?—Yes.

1612. Is the insurance in this country increased upon a vessel, above 300 tons, bound to Memel?—No, the insurance from Memel is no higher than the insurance from Dantzic.

1613. A vessel above 300 tons must anchor in this open roadstead?—Yes; the consequence is, that there is hardly ever a vessel of 300 tons that goes there.

1614. Do the Prussian vessels draw less water than the English vessels?—They have, within these few years, built their vessels so as to be able to load from 300 to 400 load of timber, and not to draw above 11 feet 6 water.

1615. They are built very flat at the bottom, are they not?—Very flat, and very long.

1616. Have you any strong opinion, if the trade to Memel was, by any extension of the duties, doubled, as to what proportion of that double trade would fall to the share of the British or the foreign carrier?—Very little, comparatively speaking, to the foreign carrier; the greatest part of the trade is carried on by British ships.

1617. What is your reason for believing, that if there was suddenly a great extension of the carrying trade between Memel and Great Britain, (the difficulty of the bar considered) that so large a proportion of the increased carrying trade would fall to the British shipowner, and not to the foreign?—I believe that if the present cause was, by any means, removed, whereby the trade to Memel in wood would resume its former footing, it would, in every respect, resume that footing, and be carried on as before by British ships.

1618. Then are you of opinion that the British shipowners can navigate as cheap as the Prussian?—A great deal cheaper.

1619. Does this observation apply equally to the Dantzic trade as to the Memel trade?—Equally; and the reason of my opinion is this, that the wages of the sailors are about the same. The price of provisions, if the Englishman chooses it,

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are exactly the same. The number of voyages which the same ship can make is a third more on the part of the English than can be made on the part of the Prussian; and the reason of that is this, that the English ship has made half its voyage, while the Dantzic or Memel ship is frozen up in the harbour, or arrives at the loading port by the time that the foreign ship has began to move. And at the close of the year again the English ship quits the harbour at the commencement of the winter, and arrives safely in England; whereas the Prussian ship must proceed on its last voyage time enough to get back again, and therefore cannot continue its trade six weeks to two months as late as the English ship can. Then the reason why I say provisions are as cheap, if the English ship chooses it, all that the English ship requires is British provisions till it arrives at the Baltic port. In the Baltic port it purchases as much foreign provision as is necessary to carry it back again to the port, and thus the crew, with the exception of the earlier voyage, is living upon the Prussian price of provision, if they choose so to regulate it.

1620. But does not that show that one-half of the whole time the English vessel sails, she is sailing on provisions at the higher scale prices, namely, on the English scale prices?—No, only the one-half of the first voyage.

1621. But upon the return voyage the second time?—They might provide themselves with as much provision in the foreign port as would enable them to return to that port, without having recourse to English provisions.

1622. So if the British ship makes two voyages, one-fourth of the whole time only is she sailing on provisions at the English price?—Exactly one-sixth on three voyages.

1623. Now with regard to the tackle, or sails, and cordage and anchors?—Not anchors.

1624. The sails and cordage, are they cheaper in England than in Prussia?—I have a great notion that the sailcloth in England is as cheap now as at Dantzic. The sailcloth used at Dantzic is either English or Russian. There is no sailcloth made in Prussia.

1625. Well, cordage?—Cordage there is; the greatest part of the cordage. A part of the cordage is produced from Poland, and a part of it is produced from Russia. Hemp and the running rigging, the wear and tear part of the equipment, is almost always provided in the Baltic port; not the cable; the cable no longer applies to the question at all, at least commercially speaking, now that the use of the chain cable is so much resorted to.

1626. Now with respect to the hull of the vessel, both the prime cost of the material of which it is built, and the cost of labour, and putting it all together, and comparing the two, is not the foreign ship cheaper built?—I consider that the labour of putting a ship together in England is less, that is, the result of the labour, the goodness of the workmanship, the cost of labour is less in England than the labour in the Baltic ports, and the prime cost of the wood makes all the difference in the duty.

1627. But just take the prime cost of a vessel of 300 tons in the port of London, and a vessel of the same tonnage in the port of Dantzic, that will include both materials and labour upon it; is the price at Dantzic of a vessel of the same tonnage, built in the same way, as great as in the port of London?—In the port of London? You are taking one of the dearest ports in the kingdom.

1628. Take Hull?—But I should expect to take a cheaper port, such as Hull or Newcastle, or Whitby. I should expect that the English ship would cost nearly twice as much; certainly a third more, I have no doubt.

1629. Must not this difference in the original price be carried to cost on the selling?—When speaking of ships in the timber trade, there is no such thing as a ship built for the express purpose of the Baltic timber trade.

1630. In England?—In England.

1631. They are all old ships, built originally for other purposes?—For other purposes, and worn down to that rank which fits them for the timber trade; and the value of a ship that is fit for the timber trade is not as high as the value of a new-built ship built at Dantzic or Memel.

1632. Does not the same observation apply to Prussian timber ships, might not those ships be equally convertible there?—The Prussian-built ship has no other occupation afterwards during the whole time of its existence.

1633. Then the price being the same, one being a worn-out ship, and the other a new ship, the expense of sailing will be greater on the part of the English ship, will it not? for instance, if you give 1,000*l.* for an old ship to go into the timber trade

trade and 1,000*l.* for a new Prussian ship, it will cost you more to sail that 1,000*l.* worn-out ship than the 1,000*l.* new one; you must renew her more often, must you not?—No, I believe it does not cost more. I believe that the net proceeds of the same freight paid for a Prussian ship as for an English ship will be greater, if any, on the English ship than on the Prussian ship.

1634. But the worn-out English ship, will it last as many years? will you buy an article that will last as many years in buying the old English ship as the new Prussian ship?—Much about.

1635. How do you reconcile your strong opinion that a large transfer of the Canadian trade to the Baltic, as relates to carrying, would not fall into the hands of the foreigner, but would fall into the hands of the British carrier, with the fact that recently the trade, such as it now is, (the carrying trade) is passing away from the British carrier to the foreign carrier?—I am not aware that it is so; but if it were so, I should endeavour to account for it in this way: I should advert to the fact that the whole timber trade from Memel and from Dantzic has diminished exceedingly, and that the whole of the trade at both the ports is very little more than enough to keep the ships belonging to those two ports employed, and that the owner of the ship becomes the timber merchant for the sake of employing that ship, but that as soon as circumstances give rise to an increase of trade, so as to make it equal to what it used to be, then it would be necessary to resort to English ships as heretofore; for there is no inducement whatever, at least no inducement, that I am aware of, for anybody in the Baltic to build ships for the purpose of employing his capital in that particular line.

1636. Then your opinion is, that if the carrying trade were increased, the foreigner would not think it worth his while to build new ships, which he must do to meet the increasing carrying trade, to come in competition with British old ships, which would be available to that trade?—Yes; and I should likewise feel confident that the employment which would be sought for by the British ships, would be a reason why he should not do it.

1637. Then are not the timber ships now employed in the Canada trade of a larger size, especially as relates to Memel, than would be readily convertible into the Baltic timber trade?—Not as it concerns Dantzic; as relates to Memel, certainly, but not as regards Dantzic.

1638. Now the equalization of the duties, would it have the effect of transferring the larger portion of the timber trade to Memel or to Dantzic? There are no circumstances which would lead you to think that one or other of the ports would obtain the larger portion?—No, I do not see why it should; the trade in wood, in the shape of timber, has always been greater from Memel than from Dantzic; but the whole of the wood trade, in the shape of timber, deals, oak planks, and staves, previous to the existing duties, was a great deal larger from Dantzic than from Memel.

1639. But if as you say the timber has been generally brought from Memel, and the transfer of demand for timber should as heretofore flow principally to Memel, in consequence of the diminution of the duty, would not the objections come into full operation as bearing upon the larger size of the ships in the Canada trade, but not applicable to the passing of Memel bar?—I think that the large ships would not be applicable to Memel, and that they would be applicable to Dantzic and to Riga.

1640. I think I understood you to state, that the wages of Prussian seamen are as high as those of British?—In this way; not that each individual receives always precisely the same monthly pay, but that the porterage bill of a Prussian ship amounts to as much money as the porterage bill of the English one. The reason of that is this: that a portion of the crew of an English ship consists of apprentices, the expenses of which consist principally in their clothing and in their food, whereas there is no such thing as apprentices in Prussian ships, as everybody on board those receive pay. But the porterage bill being at per month, the expedition used by an English ship makes the voyage a shorter voyage, and consequently the porterage bill is less than upon a Prussian ship.

1641. Do you know what number of apprentices are usually taken in an English ship trading to the Baltic?—No, I am not prepared to say exactly the number, but I believe that the number of apprentices on board an English ship is less than it used to be.

1642. But without knowing the number, how can you form an opinion as to the effect of taking apprentices on the amount of port duties?—When I went into

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the calculation in former days, I went as precisely as it was possible to go into the calculation, and what I am now mentioning is the result of my recollection, as far as it goes.

1643. In the large importations that are made by your house from the Baltic, are they chiefly carried on in Prussian or English ships?—English.

1644. Chiefly in English ships?—Chiefly. We never take any but an English ship, if we can get an English ship, and we hardly ever get a Prussian ship on as low terms as we get the English ship.

1645. Had not the mode of rating ships at Lloyd's, and at the various companies, the effect of throwing serviceable ships out of employ for carrying the more valuable merchandize, much before the time when they were unfit to carry such merchandize?—I think so.

1646. Are you aware that the mode of rating ships has lately been altered at Lloyd's?—Very much.

1647. Has it been altered in consequence of the Royal Exchange Insurance Company, of which you are one of the governors, having altered?—Yes. Sub-governor.

1648. Have they adopted the same altered mode of rating ships?—Yes.

1649. Will you describe the difference between the two modes of rating ships?—No, I cannot.

1650. Was not the former mode of rating ships according to the length of time that had elapsed since the period of their being built?—Yes.

1651. And to follow such a rule only?—Yes.

1652. What is the outline of the present mode of rating ships?—They are much more minute; they attend more minutely to the wood of which the ship is built; they attend so minutely as to advert to the wood used in the different parts of the ships.

1653. If they undergo a thorough substantial repair, can they be restored to the highest class of vessels?—Yes; I think that there is an extent of repair which amounts to a recovery of lost privilege.

1654. Had not the old mode of rating the effect of throwing out vessels from the carrying sugars from the West Indies, and throwing them prematurely into the timber trade?—Yes.

1655. That effect will be remedied perhaps by the new mode of rating ships, in a great measure?—I think it will.

1656. You have stated, that one of the reasons that gave employment to British ships, is the celerity with which they travel?—Yes.

1657. Are you aware that last year a Prussian ship delivered five cargoes of timber into the Surrey Canal?—I am not; I am aware they have been able to perform four voyages.

1658. You are not aware of five?—No; and I am aware that ships have delivered their third cargo by the end of July; English ships.

1659. You are not aware of any British ships having made five voyages?—No; but I am aware of British ships having done what is equal to it; they have made four voyages from Petersburgh.

1660. But you know no instance of any English ship having delivered five cargoes from Memel in one year?—Not one; but you will recollect that the Memel ship which will take five cargoes from Memel, most likely takes them from its owner; whereas the English ship, having performed one Memel voyage, would seek very likely to perform a voyage elsewhere. The person having chartered it, no longer wanting it, would leave that ship at any rate, to seek for another, and consequently there would not be, in that respect, the expedition, unless the ship thought right to go and seek it.

1661. Was it not considered an extraordinary exertion when ships made four voyages to Memel?—Very extraordinary; it was something quite new.

1662. But when I state to you the fact, that the Louisa, a Prussian ship, made five voyages last year, how does that tally with your notion, that the Prussian ship cannot compete with the British?—It is but one ship.

1663. From which ships are the earliest importations of the season usually landed in this port, foreign or English?—English.

1664. The hours of working ships in the docks, according to the Customs, are from eight in the morning till four in the afternoon, are they not?—Yes.

1665. Do you think that if the hours were extended in the summer, so as to reduce the number of working days, the British ships would be able very frequently to perform four voyages in the season?—There would be no difficulty about it.

1666. The difficulty of performing three voyages arises, in part, from the limited number

number of hours during which they can work out their cargo, according to the Custom-house regulations?—It is within our recollection of trade generally, the timber trade in particular, that the dispatch which now prevails far exceeds the dispatch that used to exist. It is within our recollection that it took a whole year to perform a voyage from Dantzic to Liverpool, and back again.

1667. And now?—And now it is possible to perform it, by means of dispatch, three times in a year. Then again, with regard to loading and unloading, it used to take three weeks at least to unload a West Indiaman of its cargo of sugar. At present, at the London Docks they can take out 70 hogsheads in an hour; and consequently, in two working days, of 16 hours, they take out the whole of a large West India cargo of 400 hogsheads and upwards; and in the same ratio is dispatch given to ships of every description, both in the loading and the unloading.

1668. Now with respect to the sailing qualities generally of the foreign ships and the British ships, is it your opinion, from your acquaintance with the trade, that the English ship or the foreign ship is the heavier sailer?—The foreign ship is the heavier sailer; there are exceptions to the rule, just as this ship that performed the five voyages. There are a few shipowners who are able to obtain a few captains, who are able to compete in alacrity and in every respect with the English; but taking it as a whole, there is no comparison whatever.

1669. Are you of opinion that such is the superiority at present of the sailing of the British ship over the foreign ship, that that superiority would be increased if the measurement of tonnage in this country was altered?—Very much indeed; and if I might take the liberty of availing myself of this opportunity of delivering an opinion, I do not know anything that would be more beneficial to shipbuilding, as a science, than doing away with the tonnage duty altogether. And in answer to the question, But what would you do for the revenue now derived from that tonnage? I should say, let it be levied upon the cargo; let it form a part of the Customs duties instead of being levied as it is now.

1670. What tonnage duties do you refer to?—Every tonnage duty, whether it is a Government duty or the tonnage for the lights, or let it be for what it will.

1671. But such as the measurement now is, it is a premium on defective construction?—A most horrible premium. I beg pardon for the word.

1672. In respect to the relative advantages of a Prussian and a British ship in making timber voyages, you have stated that one advantage enjoyed by the British ship is, that she is half way on her first voyage when the Prussian ship is still locked up by the ice?—Yes.

1673. Is there not also an advantage to the British ship in the circumstance of her returning to England, which allows her to take a winter voyage of some kind?—Yes, that is the other half of the voyage which enables the British ship to make one voyage more in the same season, half in the spring and half in the winter, than the foreign ship can perform.

1674. Some go into the coal trade, do they not?—The routine of business used to be, in the summer season for the ship to go into the Baltic wood trade, in the winter to occupy itself in the coal trade; that was the regular routine, and there was no proposition more obnoxious to the shipping interest, when first proposed, than the idea of losing the Baltic trade, and substituting the Canada trade for it.

1675. You remember that?—I remember that.

1676. Are you a shipowner?—Unfortunately I own two ships.

1677. Prussian or British?—Both of them Prussian ships, belonging to the port of Dantzic, bought about the year 1807, for the purpose of employing them in the trade between Prussia and England, but principally in carrying hemp, which could not have been procured without them, and unfortunately two of them are alive still.

1678. I believe formerly you were concerned in British shipping also?—Yes, I was.

1679. Did you ever know a ship engaged in the Dantzic trade go into the coal trade in the winter?—Yes. You do not mean a Dantzic-built ship?

1680. No, a ship engaged in the Dantzic trade?—I knew of one particular ship, which I think went for us three voyages 18 years in succession, and was employed in the coal trade every winter.

1681. What was her tonnage?—About 300 tons.

1682. Then the large ships that you speak of, chiefly applicable to the Dantzic trade, could not have recourse to the coal trade in the winter?—I think the most applicable ships to the Dantzic trade are about 300 tons.

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1683. Can large ships, then, be engaged in the coal trade?—The generality are small ships.

1684. Can large ships be engaged in the coal trade?—Certainly they can.

1685. How large?—I do not see why they should be limited at all in size.

1686. Do you know the draught of water at the entrance of the principal harbours in this country at which coals are shipped?—I do not know of any reason that should prevent a large ship from being one of the many that sail between Newcastle and London.

1687. How large?—Any size; 400 tons.

1688. What is the draught of water of a ship laden with 500 tons of coals?—No ship, coal loaded, need draw more than 18 feet of water, and in drawing 18 feet of water would bring a sufficient quantity of coals to answer its purpose, if the coal trade was worth following at all.

1689. Can a ship drawing 18 feet of water enter the Tyne easily with safety?—I should think without any difficulty at all.

1690. Or the Wear at Sunderland?—That I really do not know.

1691. If you do not know at what draught of water ships can enter the Tyne or Wear, from whence the principal supplies of coals are drawn, how can you reconcile that with the opinion that the large ships employed in the Dantzic trade in the summer could be put into the coal trade in the winter?—Because there is water enough in the river Thames without at all referring to the Tyne or Sunderland.

1692. Then if they can get into the Thames, are we to infer it is of no consequence whether they can get out of the Tyne?—It only goes to prove that Mr. Solly knows nothing about the quantity of water, and that a 400-ton ship will draw too much water to be employed in the Newcastle or coal trade.

1693. Is there a readiness on the part of British shipowners now to enter into the Baltic trade, as far as your observation has extended?—I know nothing to the contrary; and I believe all of us know perfectly well that the rate of freight to the Baltic used to depend very much indeed upon the price of coals at the spring of the year, at the period in which it was fit for the ship to go to the Baltic.

1694. You have stated you have two Prussian ships?—Yes.

1695. Will you be kind enough to state what the tonnage is?—One of them will take somewhere about 500 tons, and the others about 300 tons.

1696. Can you tell the Committee at what rate per register ton you could build a ship at Dantzic at the present time?—No, I cannot.

1697. You have no information upon that subject?—No.

1698. Can you tell the Committee how many voyages those two ships of yours have made during the last two or three years?—About half a voyage per annum.

1699. Will you explain how that is?—They have laid still for a couple of years doing nothing at all, because it was not worth my while employing them.

1700. On which side do you keep them?—At Dantzic.

1701. Do you keep them at a considerable expense there?—No, very little, excepting interest money.

1702. With all the advantage you have described, of starting from this side in preference to the other, why do you keep your ships at Dantzic, and not here?—They are foreign ships.

1703. Why could you not keep them here, notwithstanding they are foreign ships?—I could not do it without an extra expense.

1704. You must pay dock dues here?—You must pay something.

1705. Then it appears that if the keeping of a ship here is so expensive, while at Dantzic it is no expense, the British shipowner may keep his ship running, while the Dantzic shipowner can lay her by when she is not wanted?—I do not think the Dantzic shipowner would come to that conclusion.

1706. Are there not a number of British ships laid by at Dantzic?—None.

1707. If you had a British ship, would you lay her up at Dantzic, or in a British port?—A British ship in a British port.

1708. You have stated the Prussian ships are laid up during the winter; do you know, of your own knowledge, that a large number of British ships are also laid up during winter, especially those engaged in the Canada trade?—Most of those engaged in the Canada trade, I believe, lay up from December or January, according as they have been fortunate in their voyage, to the month of February and March; and then in February and March they begin to get ready for their next voyage.

1709. Suppose

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1709. Suppose a ship arrives in October from Canada, can she sail to Canada again before the beginning of March?—It is according to the build and the value of the ship, whether she would lay by for the next season to Canada, or seek for other employ. We know very well that a great number of West Indiamen, that are employed and built principally for the West India trade, used to lay up until the next season; whereas of late years a great number of them have been employed in the Petersburgh trade, just in the same manner that vessels under the licensing system, when it was first introduced to India, were employed in the Canada trade, although they were originally built for the East India trade.

1710. While you state that the demand for timber ships is among old ships principally, is it consistent with your knowledge, that in all the principal ports of England new ships are annually built?—I should say that the trade of shipbuilding in the port of London has fallen off considerably, and that the trade of shipbuilding in the north of England is considerably increased.

1711. But taking England as one country, year by year is there not a considerable addition made to the number of ships?—I believe annually.

1712. Do you know that of your own knowledge?—As an absolute fact, certainly not; but that is my belief. I have been called upon to attend to the increased building in particular parts, especially in Scotland, and I have been struck with this fact that the oak of Wales is conveyed in a ship to the eastern coast of Scotland, in order to be converted into a ship there, instead of its being converted into a ship in Wales.

1713. I understood you to state in your last evidence, that if the proposition for the alteration of duties which was brought forward in March 1831 was carried into effect it would not in your opinion diminish the importation of American timber into this country?—I think it would not. I should expect that if the relative position of the two countries were altered by an alteration in the duty, so as to bring the European timber nearer upon a par with the Canada timber, that the quantity of timber brought to this country from Europe would be considerably increased.

1714. Without a diminution of the quantity from Canada?—Whether the quantity of timber coming from Canada would be thereby diminished, I should expect would depend on whether the Canadian thought it worth his while to reduce the present invoice price.

1715. I think you stated at the conclusion of your last evidence, if the Canadian shipper of timber received 5*s.* for his timber, that you thought it would pay him very well?—No, not the Canadian, I think. [*The Witness referred to his former evidence.*] I see the inconsistency at once. When I answered that question, I had in my mind the Miramichi timber, and not the Canadian; whereas the question is expressly Canadian. We had been speaking previously of the lower port timber, and it was in connexion with that that I adverted to the timber being a remittance.

1716. Are you aware whether the colony of New Brunswick exports from thence to this country any other articles but timber?—And ashes and deals; and in small quantities, corn.

1717. Do you know at all the quantity of timber that is exported from New Brunswick?—I have not any account of the precise quantity.

1718. Supposing it to be 100,000 loads, if it netted but 5*s.* to the colony, its power of making remittance to this country would be limited to the extent of 25,000*l.*, if that was the only article of export?—Yes, if that were the only resource. It is very well known in the barter trade that the return article may be a very losing one, compensated for by the price of the article sent out; and it is equally well known and within our experience that the reverse occurs, that the return article sometimes pays well for the loss that has been occasioned upon the article sent out.

1719. But to what extent, under the circumstances I have supposed, could the colony take British produce or manufactured goods, having only the means of repayment to the extent stated?—That depends entirely on the price which the British produce is sold for in the colony. If he sells, for instance, his British article for 100 per cent. profit, he may very well forego the 25 or 50 per cent. loss on the article which he sent back in the shape of remittance, and there will be a balance of 50 per cent. still in his favour.

1720. You have stated that the celerity of ships now is much greater than formerly; is that the case in ships trading to Petersburgh?—Yes; but the principal part of the Petersburgh trade now is in tallow.

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1721. What number of voyages do ships make to Petersburgh now?—There are very few ships that are employed in the Petersburgh trade in the same way as they used to be within our mere personal recollection.

1722. But in point of fact, do they make the same number of voyages now as they did in our personal recollection?—If the same ships remained in the Petersburgh trade only, as used to be the case, there would be no difficulty whatever now in a ship performing four voyages.

1723. Would they perform five, think you?—No, they could not.

1724. And they did perform four?—If you recollect, the name of the ship was the Fox. You recollect that was the first attempt at making four voyages; the vessel was lost in the Cattegat, off the Naze or off the Scaw, I forget which of the two; but the circumstance of its being lost had nothing at all to do with the time, she was in exceeding good time to have performed four voyages. That was the first attempt.

1725. That was to Petersburgh?—Yes, Petersburgh.

1726. Then in point of fact she travelled over the ground with as much celerity in the year 1792 as ships do at the present moment?—If it was in the year 1792: she belonged to a gentleman of the name of Jackson.

1727. Was not that considered a most extraordinary circumstance?—A most extraordinary adventurous circumstance, and none but Jackson would have attempted such a thing at that time.

1728. But now it is not an unfrequent thing for ships to perform three voyages, is it?—It is very unfrequent for the same ships to remain the whole of the season in the same trade; whereas it used to be the practice of certain ships to be in that trade, and that trade only.

1729. Is it not of frequent occurrence now that a ship makes a voyage in the first instance to one of the lower ports and then comes back, and then takes a charter for Petersburgh, comes back again, and takes another charter to Petersburgh, and then puts herself into some West India voyage?—It is a very common thing for the first voyage to go to Memel or to Dantzic, and the second voyage to Petersburgh or Riga, and the last voyage again to Dantzic. And it is a very common thing for a West India ship to make a Petersburgh voyage; not a common thing to make a Dantzic voyage. If it makes a Dantzic voyage, it most likely will be in consequence of the state of the corn trade.

1730. Ships go out generally in ballast, do not they, to Dantzic or to Memel?—Generally in ballast, or with coals.

1731. Do you know anything about staves, Canada staves?—Yes.

1732. Supposing the Canadian trade was diminished one third, by a transfer to the Baltic of that proportion, would any difficulty arise, as to the importation of staves into this country as broken cargoes, from such diminution?—I should think not.

1733. There would still be sufficient tonnage for the importation of the quantity of staves now consumed as broken cargo?—I should think there would be.

1734. Might not a great increase in the import of staves take place from Europe by lowering the duty?—Very great indeed; the duty on pipe-staves, if I recollect right, is 42*l.* a thousand.

1735. And what is it on Quebec staves of the same description?—£. 10.

1736. What is the comparative quality?—The quality of the Baltic stave is considered the best.

1737. Stettin staves?—The Stettin and the Hamburgh, which are the growth of the same place, and Dantzic and Memel are considered better than the Canada staves, just in the same way as the oak plank is considered better than the Canada oak timber.

1738. Are there the same facilities for importing them as broken stowage in the Baltic trade?—They are generally imported for trade purposes in a sufficient quantity from Memel and Dantzic as broken stowage; from Stettin the whole cargo.

1739. But if there were an increase in the timber trade with the Baltic generally, the probability is a considerable quantity would be imported as broken stowage?—Very considerable cargoes.

1740. It is owing to the high duty on the staves that the consumption of European staves is much reduced, is it not?—Yes.

1741. The principal part of the broken stowage now with the Baltic consists of lath wood, does it not?—And deal ends.

1742. That

1742. That is to say, the refuse is imported where staves might be imported?—Yes.

1743. You have been engaged in the Russian trade, have you not?—I have.

1744. Have you imported deals from Russia?—Yes.

1745. Is the deal trade, according to your knowledge, between Russia and this country all carried on in British ships, or are there any Russian ships to any extent engaged?—Perhaps three or four out of several hundred British.

1746. Does that answer apply to Archangel?—Yes, to Archangel and Petersburgh, both.

1747. How do you account for there being no Russian ships engaged in the trade, or scarcely any engaged in the trade?—There are very few in existence; there are more belonging to Archangel than any other Russian port.

1748. If the expense of navigating a Russian ship, a ship belonging to the country where timber is shipped, where sailcloth is made, where hemp grows and cordage is made, were so much less, as is stated, than the expense of navigating a British ship, how do you account for there being no Russian commercial navy?—I am quite sure that we should have a much greater number of Russian-built ships if the navigation of them could be made to answer; but it never will, in my opinion, be made to answer, on account of the difficulty of making more than one voyage, in consequence of the long winter.

1749. Is there any other point you wish to state to the Committee?—It strikes me that when you are taking into consideration the question of duties, that an important part of the question applies very much indeed to oak plank and to staves, to oak plank as well as deals, on account of their constituting so important a part in the value of a British ship. If, for instance, every shipbuilding yard were a bonded yard, and all imported for shipbuilding purposes were deposited in such yards, and allowed to go out in the shape of a ship without paying any duty, the English shipbuilder would derive a very great advantage which he does not now possess, and precisely in the ratio that he thought it right to employ foreign and other material, and everything that came out of the bonded yard in its imported shape for home consumption, paying precisely the same duty as if it went out of any other bond yard. I do not suppose there would be any difficulty at all in keeping a sufficiently correct account to avoid any evasion. With regard to staves, a great part of our trade consists in that for which staves are wanted,—consists in wine, in beer and in oil. The tax upon the fishing trade by the duty upon staves is very heavy, it forms so large a proportion of the value of the cask; and it was at one time, in order to meet the difficulty, allowed to prepare the stave for being made into a cask abroad in bond, and exported in that manufactured state. I am not quite sure that privilege was given up or withdrawn; but it went to show how desirable a thing in itself it is to avoid the burthen upon that particular branch of trade.

1750. What is the prime cost of staves paying 42 *l.* duty?—£. 125.

1751. Now, independent of the amount of duty on staves and oak planks, have you any objection to the mode in which the duty is levied on those articles?—On the oak planks, a very great one.

1752. Have you any objection to the mode in which it is levied on staves, independent of the amount?—I think not, for the duty applies so nearly to the length which it answers to convert them to, and the length which they are required to be for making casks.

1753. Then with respect to staves, the only objection is to the amount?—To the amount.

1754. Now with respect to oak planks, it is both as to the amount and to the mode; now will you state to the Committee what is the alteration in the mode which you would suggest?—That no cognizance should be taken of anything between the half and the whole inch in the thickness; that no cognizance should be taken of a width exceeding 12 inches.

1755. Now if the nominal amount of duty remained the same, and this distinction were alone destroyed, what effect would that have on the revenue?—It is from 10 to 12 per cent. extra that is paid.

1756. And therefore the whole amount remaining the same, and this discrimination which you have just described being obliterated, it would be equivalent to a reduction of 10 to 12 per cent.?—Yes, near that; from 10 to 12 per cent.

1757. Have you anything to say to the Committee with reference to—supposing there was a change of duties, and that the present protecting duty on Canada timber

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were reduced, have you anything to state with reference to the revenue?—If the duty upon Canada timber were reduced?

1758. If the protection were reduced?—The difference?

1759. If the protecting duty were reduced. In your last examination you stated you were in favour rather of raising the duty on Canada timber by way of diminishing the protection?—I believe that if the regulation, with a view to an approximation to an equalization, were by means of raising the duty upon Canada timber, that the revenue would be increased thereby; I do not believe that the quantity of timber that Canada will send to this country would thereby be diminished.

1760. Would it not be a much better thing to keep the revenue at the same amount, about as it is now, and give the consumer all the benefit of the reduced price of the timber?—This could not be done without affecting the value of all the buildings in which timber is used, and the value of all the standing timber of the country for which foreign timber can be substituted. I should say no. I think, therefore, that it would be better to arrange the duty with a view to increase the revenue from foreign timber, and lower it upon other things, and because I do not believe that the present price, however constituted, of timber, diminishes the quantity used; whereas there are a great number of things upon which duties are levied, the consumption of which is diminished by the duties.

1761. Have you any doubt that a diminution of the price would increase the quantity consumed, and greatly increase it?—I do not think it would greatly increase it. It would be too much to say it would not increase it, and for this reason, as soon as the war ceased, house-building commenced, amongst other reasons, upon this principle, that as houses had been built of timber at the rate of 7*l.* 10*s.* to 10*l.* a load, I can now build houses of the same size with timber at 5*l.* a load; and if it answered at 7*l.* 10*s.* or 10*l.* a load, how much better will it answer at 5*l.* a load? I consider, therefore, that it is possible that speculative builders might go to work upon that ground, without reference at all to the actual demand for an increased number of houses; and the mischief therefore to established manufacturers, for which so much wood is required, and to proprietors of houses, would be in that ratio.

1762. Then the great advantage which you would anticipate from a cheapening of the Baltic timber as compared with Canada timber, in consequence of the reduction of the protecting duty, would be their getting a good quality article instead of a bad one?—That would be a great advantage.

1763. What is your opinion about the relative qualities for building?—The red pine of Canada, as now produced, is as nearly upon a par as possible with the Baltic. The yellow pine will not compare with it at all for the same building purposes; but there are purposes for which yellow pine is found to be applicable, for which nothing from the Baltic can be found equally applicable; and let the expense, now that it has once found a footing, let the expense of importing it be what it will, I feel quite sure there will be a continued demand for it.

1764. Now, if a landlord comes into possession of a dilapidated estate, with a number of farm-houses to build, and is induced, from the low price of American timber, to use American; as to the durability of those farm buildings, what is your estimate as compared with their duration if they had been built with Baltic timber?—I should expect that if he meant his farm-houses built of American yellow pine to last as long, to be as strong as if they were built of Baltic timber, he must use double the quantity of wood at least.

1765. And taking it in point of time, if the American ran a 19 years' lease, the Baltic, in your opinion, would run two 19 years' leases?—Two 19, taking it in time.

1766. You have stated as an objection to the diminution of the price of timber here, the impetus that it would give to speculative building, and the consequent injury to the proprietors of existing buildings?—Yes.

1767. If that be good in respect to houses, would not the diminution of the price of timber for shipbuilding have an equally prejudicial effect upon the holders of existing ships?—I think it would. I should rather say a greater, because the value of the ship consists of wood only—the ship consists of wood only; whereas the house does not consist of wood only, and therefore it is a more important question to the shipowner in that way. But then again the proportion of foreign wood made use of in the building of a ship is so small in regard to the whole quantity of timber used, that it would affect the price much less than if the ship was built entirely of foreign timber.

1768. But

1768. But would not the diminished price of the foreign timber hold out a strong inducement for the substitution of that cheaper foreign timber for the actual material which is now used?—I do not know whether it would; but it might lower the price of home-grown timber.

1769. The effect of the high duties upon Baltic timber, has it not been to operate disadvantageously upon all the private dealers, and to transfer a great part of the trade to persons who import their cargoes directly into the bonding docks. I refer particularly to those ports where the bonding in private yards is not permitted?—Very disadvantageously indeed.

1770. They are obliged, if they hold tolerably large stocks, to take interest on all the amount of high duty; whereas the merchant who imports directly into bonding docks is exempted from a great portion of that charge?—Just so.

1771. And, therefore, as regards the interest of all private dealers in timber in those ports where bonding in private yards is not permitted, you consider perhaps that the reduction of duty on Baltic timber would be very much to their advantage?—Very much.

1772. Has not the effect of the high duties, and the not extending to the private traders the privilege of bonding, been greatly to reduce the number of private dealers and capitalists who formerly carried on the trade of what is called yard keepers?—Exactly so; I was going to say by private dealers, meaning the intermediate dealers, which is the same as yard keepers.

1773. That has been the effect?—It has.

1774. You have stated as your opinion, that if a considerable reduction were to take place in the duty upon Memel timber, that that circumstance would not greatly diminish the use of yellow American pine; will you be so good as to state, that supposing such a state of things to arise, what are the leading purposes for which the American pine would, under those circumstances, be used?—The same as they are now used in a great degree. There is a great deal of joiners' work for which the yellow pine is as applicable as any other wood that you can have; and the expense of working the yellow pine, on account of the labour, is much less.

1775. You avoid having joints if you can cut out an entire piece?—In dadoes one slab is sufficient of yellow pine, whereas of the red pine you must join them with glue; and again, a very large quantity is consumed by musical instrument makers.

1776. You have said that the admission of the Baltic timber at a much lower price would to a certain degree be injurious to the holders of old ships; now to the builder of new ships, would not that reduction of price be advantageous to him as coming in competition with the foreign builder?—It appears to me very desirable indeed, if it could be so arranged, that all the timber made use of in the building of ships could be used without paying any duty whatever, as it would put the English builder more upon a par with the foreign shipbuilder.

1777. And even if it were not possible that that should be done, to build free of duty, a reduction of duty would *pro tanto* be in favour of the English builder in competition with the foreigner?—Yes. In addition, I beg leave to draw the attention of the Committee to the difference in the freight from the Baltic to the south and to the west coast of Great Britain, and to Ireland; it is 10 to 50 per cent. higher to the east coast, or from 2*s.* to 10*s.* per load, than to the west coast; and from Canada to the south and east coasts 2*s.* to 5*s.* less than to the west coast. The premiums of insurance bear the same relation.

In reference to the fact of the reduction in the value of wood, I would add, that the value of all the growing timber of the country would be reduced, the motive for planting diminished, and a great proportion of the farm-houses, barns, &c. built with wood the growth of the country, lose a great part of their value. Of the quantity of timber and deals imported from Canada at Liverpool, three-fourths are supposed to be exported in the shape of packages containing the manufactures of the country.

In reference to Question 1692, the Themis, belonging to the Havelocks, was regularly employed in the coal and Baltic trade.

Ships are built at Newcastle for the East India trade, likewise at Sunderland, and have come coal-laden to London, of 400 tons, and from 400 to 600, load.

Martis, 30° *die Junii*, 1835.

THE RIGHT HONOURABLE CHARLES POULETT THOMSON,

IN THE CHAIR.

John M'Gregor, Esq., called in; and Examined.

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1778. YOU have travelled a good deal in the North American Colonies and resided in different parts of them, have you not?—I have.

1779. Have you had opportunities, either in Canada or any other of the British possessions in North America, of observing the dealing respecting the timber trade with this country?—Yes, I have.

1780. Will you state to the Committee what are your observations upon that subject?—In the different Colonies, the opinion has from year to year altered very much. During the years 1825 and 1826, the population generally were exceedingly sanguine as to the great value of the timber trade; in consequence of which, many persons, who were before entirely occupied upon their farms, engaged in the timber business, both as lumber-men in the woods, and as persons who hired others to cut timber. In the course of two or three years, finding that the money they possessed, and which they occasionally borrowed on their farms, did not turn out as they expected, most of those persons abandoned the cutting of timber in the woods, and left it chiefly to those better known by the name of lumberers, who made a profession of cutting timber, and who were scarcely attached to the soil. The lumberers, generally speaking, increased the demand for labour in the Colonies, by employing many people; many of those who went out as emigrants found direct, or more frequently indirect, employment, in consequence. The timber business also, at the same time, created a higher price for the productions of the soil, which many might have taken for general prosperity in the first instance, forgetting that the emigrants who went out and required provisions at the cheapest rate, were also subjected to the enhanced price; and that although the wages or gains of the lumber business, were, unlike the cultivation of the soil, immediate, that the labour applied to the latter was creating a valuable improving estate, as well as yielding moderate if not quick returns. This may be considered the greatest evil consequent upon the timber trade, as regarded the settled agricultural classes; at least, so it appeared to me while in the Colonies, and from conversations with the most leading residents, and also from statements sent me during the last three or four years, from different persons in the Colonies, particularly from Upper and Lower Canada, especially during the time they wished me, by introductory letters or otherwise, to advise or associate with those who came home from that country, for the purpose of representing their grievances to the Government. The present attorney-general of Nova Scotia I have heard making the remark I have now made respecting the timber trade. Mr. Peters, who I believe now holds a legal office under the Crown, in the province of New Brunswick, pointed out several farms, on my being in the same boat with him, going up the river to St. John's, which the possessors lost by the timber ship-building business; several members of the Colonial Assembly have spoken to me in a similar way, one of whom, a most intelligent member, has written to me to that effect, within these last twenty-eight days: all state that the farmers, and many others who engaged extensively in the timber trade, have been dispossessed of their property, or hold it encumbered with mortgages. The advertisements for the last eight years of farms for sale, under those burdens, prove this statement; the consequence of which is, that the long settled agriculturists, at the present moment, consider the timber trade as no great advantage to them in the Colonies. In saying so, I take upon me to observe that I have correspondence and documents which will justify me in saying that the opinion of three-fourths of the French-Canadian population of Lower Canada, a majority of the population of Upper Canada, a great portion of those of Nova Scotia, nearly all those of Prince Edward's Island, will justify what I state. In the next place, I do not wish by any means to inculcate the opinion that the timber trade is not an important trade, like all other branches of industry; inasmuch as property in this country has been invested, and that it creates a facility for conveying emigrants to the Colonies, which facility alone will justify a certain protection

tion to that trade; further than which, my opinion is that the trade cannot be carried on upon those grounds that would give it anything like lasting support. It, like every trade, should be left, as the question of revenue will allow, in its free natural state. I also consider that the present duty levied upon foreign timber places the general timber trade of the kingdom upon an unequal, and consequently an unjust, footing, inasmuch as some of those merchants who are most extensively concerned in the Canada trade have themselves chartered ships which have loaded in the Baltic, and discharged their cargoes in ports in North America, which cargoes they have brought back to this country. I have some calculations relative to those cargoes, and it appears to me that there is a difference of about 15 *s.*, taking the difference of distance occupied in the voyage into consideration, to the disadvantage of ships carrying timber from the continent of Europe. I may also state, from letters I had by the last packet, the majority of the people of the Canadas will be perfectly content if the present duty remains as it is on Canadian timber, although an average difference to the amount of about 15 *s.* be made in favour of foreign timber, that is, provided that the resolution of the House of Assembly of Upper Canada, which affects equally all the other North American Colonies, be taken into consideration by His Majesty's Government. This resolution, which has been agreed to by the House of Assembly of Upper Canada, may be considered, with reference to the actual benefit of timber cutting, fully as much in question as that of Lower Canada. The resolution was agreed to as follows:—

"April 6, 1835. The House went into Committee on the Report of the Select Committee on Trade. The Chairman reported that the Committee had adopted the following resolutions;" the one I am going to read relates particularly to the commerce of the country; it is this:—"Resolved, that while only 2 *l.* 10 *s.* on every 100 *l.* value are charged in duties at the ports of Quebec and Montreal on many articles of goods and merchandize imported by sea into Lower Canada from Great Britain, 7 *l.* 10 *s.*, 15 *l.*, 20 *l.*, and in some cases 30 *l.*, are levied upon every 100 *l.* value, upon the same description of goods and merchandize, if imported from other countries; we are of opinion that if the scale of duties were in most cases to be reduced to 2½ per cent. *ad valorem*, and those discriminating duties on imports from foreign countries abolished, a great relief would thereby be afforded to the agricultural and commercial interests of Upper Canada."

1781. Had you an opportunity, whilst you were in the Canadas, of observing the course of the lumber trade, and the effect that it had upon the habits of the people; and if so, have the goodness to describe to the Committee the course of that trade, and what effects you observed?—In regard to the effect of the timber trade upon the habits of the people, it may be necessary to distinguish between that class who are professed lumberers and raftsmen, and the resident settlers who only occupy themselves occasionally in cutting timber. As to the mere professed lumberer, that is, the man who only attends to lumber cutting in the woods, and to rafting it down to the shipping ports in the spring, his general character, as I believe most of the merchants in that country will bear me out in saying, is certainly not that either of honesty or of morality of conduct. This arises chiefly from the nature of the pursuit that he follows. Being exposed to every variety of weather, to the cold of winter, and the snow water of the freshets, and to a hot sun, while rafting down the timber, he very naturally indulges much more than others in drinking spirituous liquors. The character of the farmer, on the other hand, who occasionally employs himself in cutting timber, is seldom injured by it, at least not so long as he does not imprudently engage in it so far as to get into debt, and to mortgage or otherwise give his property in security for such debt. An evil temptation to the farmer, produced by the timber business, is the increased facility of obtaining goods on credit. The people, again, employed about the saw-mills are, generally speaking, a better class of people than the professed lumberers who bring down the timber to those mills; and yet from the circumstance, which I know personally, and which has been frequently stated to me, of there being a tavern attached to, or in the immediate neighbourhood of almost every saw-mill, the labourers employed at saw-mills are generally considered as being imprudent, although not otherwise dishonest in their character. One benefit that arises from the saw-mills is, that they afford employment for emigrants, especially single men, who go out to America; at the same time it must not be forgotten that this frequently detains them too long from commencing on a farm of their own. I may mention to the Committee that these are opinions which have been given me in the Colonies, or have been, since I returned to England, transmitted to me, and that they accord with my own observations.

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1782. Will you describe to the Committee the ordinary life of a lumberer, and the sort of persons who engage in it?—The ordinary lumberers are either those who have come into the country from the United States, or those in Upper Canada and New Brunswick, and on the river Ottawa, and on several of the rivers falling into the St. Lawrence below and above Quebec, who have in some degree imitated the life of the American lumberers. Their usual mode of life is this: they generally enter into an arrangement with a merchant or agent at the sea-ports, to cut so many tons of timber, and to bring the same down in sufficient time for the spring shipping, or if not all for the spring shipping, a portion to come down for what are called the fall or autumnal voyages; after entering into this arrangement they receive supplies from the merchants.

1783. Of what do those supplies consist?—They consist of provisions of various kinds in the first instance, such as flour, Indian corn, salted provisions, butter, rum, molasses or sugar, and occasionally, when they have not to carry their provisions to a great distance, fish; in New Brunswick and Lower Canada they generally carry fish with them to the woods. They also receive other articles, such as clothing, and such tools as they require for the business they follow. With these supplies they proceed to the woods, and if they have not the opportunity or privilege of cutting upon lands belonging to individuals, or lands they themselves have had a grant of, they obtain what is called a lumber licence or privilege from the executive government of the colony. They remain in the woods during the whole winter season; some are employed in the cutting of the trees, others in hewing them, and others in opening narrow roads and dragging the timber to such places as it can be floated down from when the snows melt in the spring. When the rafting season comes on, usually in the end of April and in May, the lumberers, and frequently others, who are often styled raftsmen, commence collecting the timber and forming it into rafts to bring down to the shipping port. On arriving at the shipping port, or to where they deliver the timber to the merchant or agent by whom the contracting lumberer was supplied, they deliver these rafts and then settle their accounts with the merchant or other person who engaged them; if they have any balance left, they generally remain for a short period at the place where they dispose of the timber. Occasionally the men remain to assist at Quebec and other ports in loading the ships, and afterwards endeavour to make a new contract with their former merchant, or, as it too frequently happens, if they should be in debt to the merchant or person they had previously dealt with, they engage with another for the supplies of the following season; this may be considered the general routine. There may be some deviations, but this is the general mode and life of the professed lumberers, both at Miramichi, St. John's, and the Schoodie, near St. Andrews, and of the lumberers who go up the Ottawa, and the other tributaries of the St. Lawrence.

1784. Do those professed lumberers of whom you have spoken take with them to assist them any of the emigrants?—Yes, they very frequently engage emigrants, sometimes as cooks, sometimes as ordinary labourers; but emigrants being unacquainted with the use of the axe, are of little use in the mere cutting down and hewing of timber.

1785. Do those professed lumberers of whom you have spoken, within your knowledge, put by any money, or are they in the habit of spending everything they get from the merchants for their timber immediately?—I have known six or seven, who have been pointed out to me by leading men in the country, who have saved; but with the exception of those, the general rule, as represented to me, is, that they have all run into debt, and I know many instances of this being true. One particular instance, where a man was very largely advanced by one of the first houses at Glasgow and at Miramichi, he contrived to incur a debt, if the statements shown me by another party be correct, of something more than 25,000 *l.*, I think, more than he had delivered to the merchants that he had first dealt with.

1786. What house was that?—The house of Gilmour & Rankin. I think a very respectable and fair-dealing house. He then most iniquitously entered into a very extensive contract with another house, on the river Miramichi, and in a very short time involved that house also in very nearly the same amount as he had done the house of Gilmour & Rankin. This man has acted probably on a larger scale than most others; but with the exception of one or two men on the river Miramichi, I know of none who have entered largely into the timber trade who have any property whatever left not encumbered to the amount of more than its value.

1787. Do

1787. Do you mean by that among the lumberers?—Yes; I mean among the lumberers, and also among the farmers who have followed the timber trade in preference to the cultivation of their farms; at least such was the statement given to me about eight months ago by a member of the House of Assembly in New Brunswick.

1788. You have just spoken principally of what may be termed capitalists; but with reference to the men who actually go into the woods to cut for themselves, what effect have you observed this has upon their habits?—With the exception of men cutting timber upon their own lands, and places close to the river, a man does not go into the distant woods to cut timber for himself; for the timber business is such that men must go in bodies; and the general rule appears to me to be, that if they go in bodies they generally involve themselves, and all others connected with them, in some difficulty.

1789. You have stated that even with reference to many of the emigrants there, engagement at first in the lumber trade was injurious to them, by interfering with their general agricultural pursuits; can you state any instances, as falling within your own knowledge, in which settlers have been injured in that way?—Yes; the Irish emigrant, as a general rule, prefers, on landing in the Colonies, engaging in that employment which will give him an immediate subsistence, though enduring the privations incident to preparing a farm in all new countries; and we always observe that they are in a much worse condition several years afterwards than emigrants who go either from England or Scotland, who at the same time commonly place themselves at once on a piece of land, and apply themselves to clear the wood and cultivate the soil.

1790. Is there any great facility afforded to the settler who has cleared his land by the timber trade?—If a settler who settles upon his own land were to maintain himself by the cutting of the timber upon that land, or if he were even to grant a portion of his lot to his next neighbour, who is better acquainted with the cutting timber than himself, I consider that the immediate assistance he gets from cutting timber would be a very great advantage, certainly a great convenience, to him; but if that settler were to join the other lumbering parties, and to neglect his farm and to come back to it again, I am decidedly of opinion that that would be highly injurious to him, and place him the same number of years as he devoted to the timber trade further back in improvement and means than the farmer who settled alongside of him, and applied his labour altogether to the cultivation of his own farm. This is not my opinion alone, but that of those who have most attentively watched the progress of the settlers.

1791. Is the number of trees fit for the market considerable, as compared with the whole number of trees the settler has to fell for his farm?—It depends upon where the settler takes up his farm; the pine groves are generally detached, and wherever they grow the land is invariably poor; occasionally, where a pine tree grows here and there, one to a thousand of the other trees, there the land is generally rich and fertile.

1792. Can you state to the Committee the progress of a settler, in the same way as you have done that of the lumberer?—The general progress of the settler is, immediately on his landing at the sea-ports, to proceed where he is informed he can get land, either from the Crown (now principally from the Crown, by purchase), in the most convenient situation. If he has no means of his own, as is the case with most Irish emigrants, he usually gives a portion of his labour to the neighbouring farmers; and at the same time they assist him in cutting down the trees on a small portion of his own ground, and also in erecting a house or cabin. During the first year, if he arrives late, he consequently grows nothing upon the land that he gets possession of himself. Early in the following spring, the trees cut down by him or with the assistance of his neighbours during winter, are burnt on the ground, and the ground thus charred is slightly broken up. He then either plants potatoes, Indian corn or maize, and probably a little wheat, but not much of the latter during the first year. In the following season he repeats the same operation, usually sowing wheat in the ground in which he planted potatoes or Indian corn the previous year. On the third year he grows grain, such as oats or barley or rye, in the land on which he sowed wheat in the second year. And on the fourth year, the land first subject to cultivation is usually left out under pasture or grass, and so remains until the stumps or roots of the stumps are sufficiently decayed to take them out; repeating those operations until he subjects the land to much the same tillage as is practised in England.

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1793. You have stated that he burns the trees; supposing a situation to be such as affords him the means of rafting down a proportion of timber, would there still remain any very considerable quantity burnt?—Yes; the timber trees cut down for the purposes of commerce upon the land he would cultivate amount to probably one in ten thousand, with the exception of black birch, maple, and occasionally oak, which I suppose he may have at the most 30 to 40 trees on an acre fit for shipping.

1794. Is there any want of employment for labourers in the Canadas, exclusive of the timber trade?—Occasionally there is want of employment; and I believe during the last two or three years, in consequence of the vast number of Irish labourers carried to the Colonies, and landed at Quebec and Montreal, there was certainly a very great superabundance of labour. On going up the country before autumn comes on, I think that they have invariably sufficient employment and maintenance among the settlers in Upper Canada.

1795. That glut of labour was a mere temporary glut?—It arose from their arriving in the Canadas in a state of poverty, in the first instance; and in the second, in there being some expense, which they had not the means of paying, to convey them from the ports where they landed to where they could get employment, or to the part of the country to which they had to proceed.

1796. Do they find adequate employment as soon as they get up the country?—As a general rule, they do; sufficient for their maintenance.

1797. Do you know what are the ordinary wages to the agricultural labourer up the country?—The wages differ exceedingly. Wages there must be distinguished from wages in Europe, for in the North American Colonies, as well as in the United States, they are generally provided with food by those who employ them; the difference is, therefore, that which is generally termed their actual wages; from 20 *l.* to 30 *l.* a year is the usual wages of a good common labourer, a strong able-bodied man, exclusive of his food and lodging. The wages have been less when a glut of emigrants have arrived, but the food and lodging much the same.

1798. Where is that the case?—In Upper Canada, New Brunswick, Nova Scotia and Prince Edward's Island. Generally in the Colonies, with the exception of Newfoundland, in the winter season, where they get little more than their food, as the planters cannot generally employ them.

1799. You mean that they receive from 20 *l.* to 30 *l.*, and are kept and lodged?—Yes.

1800. Is any portion of that 20 *l.* or 30 *l.* deducted as a charge for their keep?—No, no portion whatever; but it must be taken into consideration that this 20 *l.* or 30 *l.* is not sterling money. According to the nominal difference of exchange, it is only 18 *l.*, and in money much less; but they generally take those wages, or the greater part of it, in provisions for their families, or the unmarried sons of emigrant families take their wages in necessary articles for the support of their fathers, mothers, sisters or others that they may have with them.

1801. What should you state to be the proportion of labourers going out who take to employment under the lumberers; is it very considerable?—The general object of all emigrants going out is to become farmers, unless they be men who have learned trades in the mother-country.

1802. Is not lumbering one of the necessary engagements of farmers at the first commencement, clearing the land?—No; I by no means consider it as a necessary employment, though, as I have mentioned, it becomes a convenient employment for a short time for a man settled, and cuts the timber upon his own farm; and I have taken occasion to notice, where there are no timber shipping ports at all, in one or two colonies, that the inhabitants are perfectly free from debt, and that they are in good circumstances.

1803. Do you think they are in better circumstances than where the timber trade is carried on?—They are; there is one prosperous district of 60 miles in Prince Edward's Island, between the east point and the head of Hilsborough River, that I have particularly remarked, where the inhabitants were never engaged in cutting down a tree for commerce. The colony established by the late Earl of Selkirk, in the same colony, is another still more thriving instance of the prosperity of emigrants who have never had anything to do with the timber trade. At the same time, I readily admit that for the first year or two the emigrant whose labour is exclusively applied to agriculture has not the immediate convenience of those who assist in cutting down timber trees for sale.

1804. Are

1804. Are you aware what is the proportion of the emigrants going out who engage with the lumberers, whether it is considerable?—I cannot take upon me to say the proportion, as it varies so much from one year to another, but they are chiefly engaged as labourers by the lumberers, not in the immediate cutting of timber.

1805. Can you give any information upon the proportion of the entire number of British settlers employed under lumberers and in felling timber, compared with the entire number of British settlers engaged in agricultural pursuits, either in Upper or Lower Canada?—The question is so very difficult to answer, that I can only state, that it appears to me, but in very general terms, that in Lower Canada the great bulk of the population along the banks of the River St. Lawrence, I mean the Canadian population, are but very partially engaged in the timber trade, and that chiefly about the mills and in loading the ships, I should think not, at the most, one grown-up person in eight: but again, in the Crown townships, on the lands which have been lately granted to individuals by Government and taken up either by Americans or by European emigrants, a great many of those are employed in cutting down timber; and at the saw-mills in Upper Canada, on the Ottawa side of Lower Canada, and also upon the banks of the lakes in the neighbourhood of Kingston, and the triangular country between the Ottawa and St. Lawrence, the proportion of people employed in the timber business appears to me to be much greater than in any other part, except New Brunswick.

1806. What is the population of New Brunswick?—In the neighbourhood of the Bay of Passamaquody and the town of St. Andrew's, I should think two-thirds of the people, directly and indirectly, are connected with the timber trade and the saw-mills. Previously to the great fire at Miramichi, the inhabitants had been considered altogether as employed in the timber trade and salmon fishing; since that period I should think that half the population on the river Miramichi are employed in cutting and rafting timber, and loading ships, and other matters in connexion with the timber trade.

1807. When did the fire occur?—In October 1825.

1808. In Nova Scotia?—In Nova Scotia the population of persons engaged in the timber trade is so very trifling I can scarcely give any account of it. There are several saw-mills employed sawing timber into deals and boards, chiefly for the West-India market.

1809. Is there timber in Cape Breton?—Yes; but not enough of pine timber for the general purposes of the Colony, or for the trade now carried on extensively between Cape Breton and Newfoundland, and occasionally with the West Indies, to both of which markets they ship timber in the form of scantling, deals and boards.

1810. The lumberers, you say, meaning the lumberers themselves, are chiefly either United States men or native Canadians?—They were principally persons from the United States, or the sons of the American refugees, at the commencement; the North American timber trade itself is scarcely of more than 40 years standing.

1811. Taking the whole of the British Colonies you have enumerated, should you say there is a half, a third, or a quarter of the whole population of British settlers engaged in the timber trade?—I do not think that one quarter of the whole labourers, that is taking the whole amount of labour, are engaged in the timber trade.

1812. Including the cutting down, the preparation, the bringing them down, and the sawing, what proportion should you say of the whole, whether a half, a quarter, or a sixth?—If I take the labour, one-fourth is the very utmost which I consider engaged in the timber trade; my opinion is that it is less. The whole province of Nova Scotia itself, which has so small a proportion engaged, has a population now of more than 160,000 individuals; there are at least 300,000 French Canadians who have scarcely anything at all, except very partially at the mills, to do at this time of day with the actual timber trade.

1813. Exclude Nova Scotia, and consider New Brunswick and the Canadas, what proportion of the whole British labour is engaged in the timber trade?—If we take Upper and Lower Canada in connexion with New Brunswick, still there is not more than one-fourth of the actual labour engaged in that trade. I wish to be understood by actual labour, the whole labour of the male population during the year, in whatever way applied, of which I doubt very much if even one-fifth part

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is devoted to the timber business. I take my view from the population census, and the accounts sent home to me from Canada.

1814. How long is it since you have been in those countries?—I have not been in those Colonies since 1831.

1815. In what number do those assemblies or gangs of lumberers go up the country?—They assemble in gangs of 40 or 50; sometimes they divide themselves again into subdivisions. I am not aware of any gangs larger than 60 or 80; some of the master lumberers have, I understand, several gangs of labourers.

1816. You are of opinion that the timber trade carried on by these persons, except in the North American Colonies, is rather injurious than beneficial to them?—I think it is injurious to the prosperity of the agricultural classes, who form the great body of the population, for them to follow it, to the neglect of their farms, and to its present extent.

1817. Who are the parties whom you consider to be really interested in this trade in its present extent?—In the first place, the British merchants, who engage in supplying the houses which are established either in Quebec, Montreal, or the ports of New Brunswick, are those immediately and first interested; secondly, those merchants or agents themselves who make contract with the lumberers, and who enter into arrangements with them, and get in consequence into a train of business which immediately involves all their interests. I consider that those I now mention, and those also whose ships trade to the North American Colonies, are the persons principally interested, and who in fact absorb all the interest in the trade, with the exception of the temporary labour given to the labourer.

1818. Did you hear of any fortunes made in that trade among the people of the country?—No, scarcely any fortunes; some who have been merely engaged in trade with the West Indies, have made money, I think, chiefly in consequence of the barter trade which has arisen with the inter-colonial trade.

1819. If from any cause the demand from the North American Colonies for wood to this country should suddenly cease, to the extent of one-fourth, what would be the effect upon this portion of one-fourth of the whole population employed?—I believe that any very sudden change would create a temporary and to some houses a very serious inconvenience, not only to the merchants of this country but to those engaged in the timber trade; but at the same time I believe that the inconvenience would be chiefly felt by those engaged in the trade with that country; for I believe that as long as labour is scarcer than fertile land, no industrious labouring man can suffer more than a very short inconvenience.

1820. Taking the country of New Brunswick, if one-fourth of the population now engaged in the timber trade, were, from the diminution of the demand here, to be thrown out of employment in that particular occupation, would there be immediate means of profitable employment in that colony?—No, I believe there would not be immediate means; but I am not aware that any change could so suddenly take place as to throw them out of employment.

1821. If the transference were not one-fourth of the whole in one year, but an eighth or one-tenth, would the parties thrown out of employment to that extent find immediate employment?—Yes, without difficulty, for they could remove to the two neighbouring Colonies of Nova Scotia and Prince Edward's Island, which are entirely agricultural countries; with the exception of the fisheries along the coast of Nova Scotia, which also like the fisheries of Newfoundland afford employment, while at the same time fish affords a principal article of food.

1822. Is not the population in New Brunswick fed from the United States in a great measure?—Previous to the fire of 1825, and the re-action which took place in consequence of the very extensive speculations of that year, the country of New Brunswick might, for at least seven or eight years, be considered as having been fed chiefly from the United States, and occasionally with salt provisions from Ireland; but since that period the lumberers, even along the banks of the Miramichi, have devoted a great portion of their time to the cultivation of the soil.

1823. What has been the condition of those who so employed a portion of their labour?—A remarkably improved condition undoubtedly. I observed this on descending the Miramichi River in 1831.

1824. Do they cultivate only soil of the best quality, and is there a large portion of soil of equal quality still uncultivated?—The uncultivated soil of New Brunswick, of the description I shall mention, amounts to from 4,000,000 to 5,000,000 of acres of excellent quality. There was an American lumberer, a man who had been brought up as a farmer in the state of Maine, he had ruined himself by some speculations

speculations in mills on the River Schoodie; in consequence, he left the state of Maine and settled upon the south-west bank of the River Miramichi, without any title to the land that he planted himself upon. He engaged also as a lumberer in the first instance, and got himself partially involved; he had erected a mill, a grist-mill and a saw-mill, and then confined his own immediate labour and attention to the saw-mill and the grist-mill, and cultivating the soil. I had an opportunity of seeing him seven years afterwards; he had more than 200 acres of land clear, and chiefly under cultivation; the governor of the province overlooked some stipulations in the Alien Act at that time, and allowed him what was termed a licence of possession. The land which he cultivated produced good wheat, oats, barley, potatoes, beets, and Indian corn; in one place he showed me where he had gathered 95 bushels on the acre. Specimens have lately been sent home, by the agent of the New Brunswick Company, of maize, of which an acre yielded 100 bushels. Beets quite equal the best I have seen growing in the departments of the Nord and Pas de Calais, in France, potatoes, and all the vegetables grown in England, I have seen growing in New Brunswick.

1825. Was the soil of the spot you alluded to about the average quality?—Yes.

1826. Though involved, had he not the command of any capital?—He had no capital whatever in the cultivation of the soil, or in the erection of the mill; he commenced with his own family, and afterwards managed to employ labourers.

1827. The question of New Brunswick is the most difficult question to meet, with respect to the displacement of the timber trade?—The case of that part of the country which takes in the mere lumbering districts I have mentioned, Upper and Lower Canada, I consider to be nearly as difficult as that of New Brunswick.

1828. Is it your opinion that more regard ought to be had to the sudden displacement of this labour than to the actual displacement of it?—I am quite of opinion a gradual displacement is preferable to any sudden displacement.

1829. You are of opinion the gradual displacement would not be attended with ultimate injury to the parties now employed in the timber trade?—If the gradual displacement were not to have the effect of making them more sanguine than they should be.

1830. If they were forced to turn to agriculture, you have no doubt there are the means of profitable employment for the whole of them?—I have not the least doubt there would be sufficient employment, in the way I have already stated, for the whole of the labourers of the province; and the only objection I have to a sudden change would be its affecting the interests of those who, in England and in the Colonies, have invested their money in the trade.

1831. Do you think the climate of the country is improved by the clearing away of the timber?—Yes, I do.

1832. Do lumberers clear away the timber where they cut for timber trees, or do they not leave all the trees standing except those particular trees which are suited to their purpose?—The timber cut down by lumberers is not of the smallest consequence, as respects the clearing or cultivation of the soil; it injures the clearing of the land rather than otherwise.

1833. Has there been much capital invested of late years in the erection of saw-mills in the Canadas?—I am not aware that there has been much capital invested of late years in the erection of very large saw-mills, with the exception of a few in Canada; one very large and excellent mill on the River Miramichi, belonging to Gilmour & Rankin; but a small saw-mill, erected chiefly for the benefit of settlers, grows up immediately with each settlement.

1834. Is that of expensive construction?—No; the expense of a mill for the use of a settlement is from 250*l.* to 800*l.* at the most.

1835. Are you aware that, before the Committees of The House of Commons and House of Lords in 1831, a calculation was made that the amount invested in saw-mills was about 150,000*l.*?—I am aware of that.

1836. Should you consider that that has been greatly increased, and to what extent?—I think it was underrated at the time, rather than that it has been greatly increased since that period.

1837. At what should you take it now?—It struck me at the time that the actual value of these mills had been stated at about one half of the actual value; at present, I should imagine about 300,000*l.* sterling in money would purchase all the mills employed for cutting deals for commerce, but not less than that.

1838. Does that refer to one colony or more?—To all the Colonies; I do not include the small mills used merely like the grist-mills for the wants of the set-

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tlers, but the actual saw-mills for the purposes of sawing lumber and cutting boards and deals.

1839. Is there much labour afforded to the new settlers in those saw-mills up the country?—The labour afforded to new settlers is chiefly at the mills near the shipping ports; there is occasional labour afforded to them in mills of the agricultural districts.

1840. Do those mills afford labour at the time when the parties could not be engaged in agricultural pursuits, or what is the time of the year when they are in work?—The saw-mills, when properly managed, are considered to be in operation all the year round.

1841. You stated just now that agricultural labourers in Upper Canada receive from 20*l.* to 30*l.*, exclusive of their food and lodging, in the Colony?—Yes, and paid chiefly in kind.

1842. Have the goodness to state what is the price of the principal articles of subsistence in that country?—During the present year I cannot, nor can I state very well the prices last year, for I have been absent on the Continent of Europe, and must refer to my correspondence before I can give any statement relative to the price of provisions. In Upper Canada, the price of wheat has varied exceedingly, from 2*s.* 6*d.* to 5*s.* or 6*s.* a bushel; three years ago it was as high as 6*s.*, and I have known it sold at 2*s.* 6*d.* a bushel.

1843. Do wages vary with provisions?—No, they do not, for those high or very low prices of provisions are considered rather transient than otherwise.

1844. On what other articles do they chiefly subsist besides wheat?—The agricultural labourers subsist on bread made of wheat, and sometimes mixed with rye, and on the bread, &c. of barley and oats; frequently they mix the flour of Indian corn with it.

1845. Do they get animal food?—Yes, they do; chiefly pork.

1846. Can you state the price of pork?—It varies with the others; I have known, during the last few years I visited the Colonies, pork as low as 1½ *d.*, and from 4*d.* to 6*d.* a pound.

1847. Would the prices of agricultural produce be kept up to the rate they now obtain if it were not for the demand occasioned by the lumberers, and the amount of money brought into the country to keep up the export of timber from the Canadas?—The price of agricultural produce is certainly kept up by the timber trade, inasmuch as they still import provisions from the United States; a portion of the provisions that they feed the lumberers with, and many of those who cultivate their own farms, and who occasionally go into the woods with the lumberers, consists of flour and pork from the United States.

1848. You think the agricultural prosperity of those Colonies depends in some measure upon the lumber trade?—No, I am quite of a different opinion; I believe that the mere agriculture of the province would be in a more flourishing condition now than it is if the timber trade had never existed.

1849. If the timber trade did not exist, what other article of produce would those Colonies export to this or other countries with a view of bringing back the productions used in common life?—The Canadas have or may have a great quantity of agricultural produce of various kinds to export, such as wheat, peas, beans, oats, barley, flour, Indian corn, hemp, flax, various oil seeds, also pot and pearlashes, and some other articles. With sawed timber in part, agricultural produce, live stock and poultry, they have long been shipping cargoes to the West Indies and to Newfoundland; and have also exported wheat, pearl and potashes, &c. to Great Britain; they might cultivate hemp to a great extent, and make it an article of export; potashes and pearlashes form another, and may, I believe, for some time be a valuable article of export.

1850. Do you think that they would export corn to this and other countries with greater advantage than they do timber?—Yes, I do; not that I am of opinion that the timber trade, or any other trade that may be carried forward on a fair and equal system, ought to be destroyed; all trades and branches of industry of any value once established, if not unequally shackled, will naturally flourish.

1851. How do you account for one-fourth of the population preferring devoting itself to the lumber trade rather than to the corn trade, if a greater profit would attend the corn trade?—The case appears to me to be this; those who engage in the timber trade get something immediately, (usually before they begin working, but it is true at a high price,) while those who engage in the agricultural trade, if they have no means, must endure a good deal of hardship and privation before they

they can receive the produce of the soil for their subsistence; and most people forget that while a man is preparing the land for cultivation, he is in fact making an estate; and if he does not gain so much annually from the produce of the soil as in the timber trade, he is preparing an estate, of itself of great annually increasing value, independent of the support it affords him.

1852. What proportion of the receipts of the settlers are derived from the sale of ashes?—In some of the Colonies, New Brunswick, for instance, they make no potashes or pearlashes at all; the potash and pearlash manufactory is chiefly confined to the Canadas, though the people of New Brunswick have the same materials and facility. I am not prepared to state what proportion of the labour of the people is devoted to making pot or pearlashes; the extent to which the people have done so can be ascertained only by the import of ashes to this country.

1853. Will you describe the process?—The process varies in this way: the mere wood cut down in the forest affords a small proportion of the actual ashes that undergoes the process of transforming the ashes into salts; the wood burnt in the houses of the inhabitants during the winter, which is chiefly the hard wood, oak, beech, birch, maple, and others, is collected by persons in the settlements, and forms, I believe, the great proportion of ashes used for the purposes of commerce. The great objection to the wood ashes burnt on the soil is, that there is a great mixture of the ashes of pine or fir trees, which yields but a very small proportion of salts.

1854. You have stated that the wages are agreed between the lumberers and the merchants, who provide them with provisions, clothes, and tools, and different articles?—I did not allude to wages; it is a matter of contract.

1855. The lumberer is to receive so much a month from the merchant, with a quantity of provisions, clothes, and tools; from whence do those provisions, clothes, and tools generally come? are they the produce of the Canadas, or do they come from other countries?—A great portion of the provisions consumed by the lumberers for a long time has been produced in the Canadas; but a proportion also, chiefly flour, comes from the United States. The Indian corn meal was chiefly imported from the United States; the lumberers feed their horses also partially with Indian corn meal.

1856. From whence do the clothes and tools come?—From England, with the exception of a new description of saw, which we have not been able to manufacture for the lumberers equal to those manufactured at Philadelphia. This is a saw for the mill, which they pay twice or three times the price they pay for better-looking saws in England.

1857. What is the reason of their superiority?—There appears to be less liability in the teeth to break, and the saw being thinner.

1858. No potash or pearlash comes from New Brunswick?—I am not positive whether any has come within the last two years, but previous to that there was scarcely a cask either from New Brunswick or Nova Scotia.

1859. Can you state the reason for that?—It appears to me there is no reason whatever, but that the inhabitants are not disposed to enter into the manufacture.

1860. You state that the North American Colonies export to the British West India Colonies, and receive Colonial produce in payment?—They do.

1861. Have they not some fiscal advantages over the produce of other countries in importing into the British West India Islands?—Yes; they have protecting duties, which enable them to land their lumber, and various other articles, at a somewhat less cost than the people of the United States can.

1862. Did you state that the people of Canada and British North America would be satisfied, provided the Government allowed the duty upon their timber imported to remain as at present, and although the duty upon the timber from the Baltic were diminished by 15 *s.* a load?—I have letters, both from Upper and Lower Canada, stating, as regards the foreign duties, that they are perfectly indifferent about them, if the Government would allow them to receive articles free, excepting the provincial imposts, from all other countries. I have letters stating that a difference of from 12 *s.* to 18 *s.*, one gentleman writes, and the other says about 15 *s.*; but this was when he alluded to the resolution of the House, which I stated to the Committee.

1863. Will you state what is the difference you refer to?—The difference I refer to arose from a circumstance which the Committee will allow me the liberty of explaining. About this time last year, when in Paris, I learned that a house in

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London had chartered ships to go to the Baltic, for the purpose of carrying timber to America, and bringing it back to London, or to the ports of the United Kingdom, to dispose of; it appeared to me so remarkable that this house should do so, that I immediately wrote to the Colonies to make inquiries of the people as to their opinions relative to the duties. In making the communication, the difference of freight I stated to them from 12*s.* to 18*s.* In reply to that letter, I was informed that the people would be perfectly indifferent whether the Government reduced the duties to the amount of 12*s.*, or the amount I stated, about 15*s.*

1864. Was that opinion communicated to you by more than one individual?—Yes, it was.

1865. Have you any objection to state to the Committee who those parties are, and if not, have the goodness to state the names?—One of them is a member of the House of Assembly of Upper Canada; I have no objection, personally, to give the name, but I should prefer not; the other is a member of the Council of Lower Canada; but the letters are private and to myself.

1866. Are either of those parties interested in the trade?—No, neither one nor the other.

1867. The opinions to which you have referred were written to you by those individuals only?—No, there were more than two; but I mention two; and those individuals will pledge themselves to give me the opinions of three-fourths of the whole number of the House of Assembly in one province, and a majority of them in the other, providing certain changes, not in any way affecting the interests or revenue of the United Kingdom, be made in the local administration.

1868. Three-fourths of which House of Assembly?—Of Lower Canada, and the majority of Upper.

1869. Timber is not much cut upon the property of the French Canadians, is it?—Very little, excepting on the rivers running through the Seignories from the rear townships.

1870. Does the House of Assembly of Lower Canada consist of French Canadians?—It did consist of a majority of French Canadians.

1871. Are they much concerned in the woods?—They are concerned in selling the produce of the country, but the merchants of Quebec and Montreal may be generally considered as chiefly concerned in the timber trade.

1872. Are you enabled to speak on this part of the subject, with reference to the probable effect of such a change of duties, from your own knowledge and experience?—My own opinion is, that a wholesome alteration of the duties would not only be to the advantage of Canada, but to the advantage of the shipowners of this country.

1873. Have the goodness to explain to the Committee what meaning you apply to the term wholesome?—A reasonable change would be that which would prevent the possibility of there being the smallest profit in sending ships to the ports of the Baltic, or rather a loss than a profit at all in discharging the cargoes in America and bringing them back to this country.

1874. That opinion refers entirely to the policy of putting an end, by such a change of duties as might be necessary, to a trade carried on from the Baltic to America, and back to this country?—It does not centre altogether in that; there is a question of revenue which may require more consideration than I can give to it; but that first struck me, and led me to correspond on the subject with Upper and Lower Canada.

1875. Have you looked to this question with reference to the probable effects that might be produced on the Colonies by any great transfer of the timber trade from them to the north of Europe?—Yes, I have.

1876. You were understood to say, that this might be productive of some temporary inconvenience, but that eventually it would not be disadvantageous?—To the agricultural interests.

1877. To the labouring interests?—Yes, to the extent and in the manner I have already stated in my evidence.

1878. Do you think it would not be disadvantageous to the labouring interests?—It would be disadvantageous to those labourers who continued much about or live at the sea ports, but as a general rule, affecting the whole population of the Colonies, I do not think it would.

1879. Have you thought upon the subject with reference to the subject of emigration from this country to the Colonies?—I have.

1880. What effect do you think that the transfer of a very considerable portion of

of the timber trade from the Canadas to the north of Europe, might have upon the United Kingdom, in that respect?—In regard to emigration, the advantage which it affords is enabling the emigrant to reach those countries at an easy rate of passage money. Now in taking into consideration the number of ships that arrive with passengers, compared with the whole number of ships that carry timber from the Colonies, it struck me that the alteration or reduction I stated would still leave the full means of transport for the emigrants.

1881. Your views do not extend to the suppression of any considerable amount of the trade now created with the Colonies; you think it would still be kept up?—I do think that it would still keep up, notwithstanding the alteration I have suggested with respect to the duties.

1882. Supposing, by such a change of duty as that you have contemplated, one-half of the timber trade was transferred from the Colonies to the north of Europe, and one-half of the carrying trade between those countries and Great Britain was also transferred to the north of Europe, the persons now carrying it having to compete with ships belonging to the north of Europe?—I can by no means contemplate that the trade can by such a change be reduced to one-half, or at all reduced; I think it would be placed on a more solid footing.

1883. The question is put hypothetically; supposing it to be so, supposing one-half of the timber trade were transferred to the north of Europe, how would that bear upon the employment you have previously expressed?—The one-half of the timber trade being transferred from the Colonies to the north of Europe, would be a most serious consequence to the merchant engaged in that trade, and to the Colonies generally. I am perfectly prepared to substantiate the opinion I have given as to the agricultural population, and the effect of the trade upon them.

1884. When you say agricultural population, do you mean to include under that the labourer now employed in felling the trees, squaring them, and embarking them?—Yes, I may include nearly the whole of them; the disadvantage to them would be, in my opinion, included, were the trade reduced one-half.

1885. On the waste lands in those Colonies, is not the first employment of the emigrants the felling of the timber and the clearing the land, as a necessary step previous to cultivation?—Certainly.

1886. If the timber now growing upon the soil was rendered of little or no value by any change in the policy of this country, in respect of the timber duties, would not that operate *pro tanto* as a discouragement to emigration and settlement?—I am not aware that it would discourage emigration, far from it. The emigrants when they leave this country, I am perfectly prepared to say, entertain but very little idea of benefit from the timber trade with England. The idea they entertain is, that of having a demand for their labour in agriculture, and becoming themselves a part of the agricultural population. I am quite of the opinion I have stated, and can illustrate it by various circumstances. For example, at the settlement of Bonaventure, on the north side of the Bay des Chaleurs, Lower Canada, the inhabitants, previous to 1816, had nothing whatever to do with cutting timber, they were employed as agriculturists, and in the salmon and herring fishery; two years afterwards, some lumberers from Miramichi went to that settlement, and engaged several of the people to accompany them to the woods; and by statements sent to me and given to me when I was on the spot, the means of the people of that settlement were diminishing from the period they were engaged in assisting the lumberers until 1826, when a reaction took place in the timber trade, and the inhabitants nearly all declined entering or engaging themselves further in the business. Now, the Canadians on the south side of the St. Lawrence, who inhabit a much colder country, and a soil, generally speaking, not so prolific as those on the River Ottawa, and on the townships behind the Seignories, from the first settlement of the Canadas, were always, with a few exceptions in the fir trade and fisheries, engaged in agriculture and not in the timber business. I visited all those townships at three different periods between 1824 and 1828, and the general means of the inhabitants were those of a people living in comfort on their farms with abundant means, and not like the settlers on the Ottawa and other parts. Since then, many have been employed at the Riviere de Loup and other places, down as far as the River Metis, and I am told that those who have done so, are far from being so well circumstanced as the people who attend closely to their farms. Most of those who built the mills, from Metis upwards, have involved themselves, I am informed, in difficulties.

1887. Were they English settlers?—No; settlers of the French race.

1888. You are comparing the new settlers on the Ottawa with the old settlers?—I am

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—I am comparing those who follow the timber trade with those who employ themselves in agriculture.

1889. You mean to say, that though for a time those who engage in cutting timber may make a greater gain, yet that gain is uncertain, and not equal in the long run to the gain which the agriculturist will make by the cultivation of his land?—The simple circumstance of the prosperity of the farmers, and the very few instances of prosperity among those engaged in cutting the timber, arises from the circumstances that I have already stated. The man who engages in cutting timber receives an immediate value, or representation of value, for his labour, which he generally spends, and does not husband. The man who works upon a piece of good land, and the great body of the land in those countries consists of good prolific land, endures greater privations than the man who hired himself to the lumberers. In the first outset he has to encounter all the difficulties of cutting the forest, and preparing the land for cultivation. For two or three years his hardships are very great; but while enduring those hardships he is preparing the land, which in five or six years he subjects to the customary tillage practised in England or Scotland, and he is laying by a portion of his labour in capital, inasmuch as he renders the farm fit for cultivation.

1890. The lumberer who has immediate gains acquires improvident habits, and the farmer who has slow gains acquires provident habits?—Yes, just so, with very few exceptions.

1891. To what period do your personal observations go?—My observations refer particularly to what was called the Crisis in the Colonies, from 1825 to 1831. I have not been in the Colonies since the latter part of 1831.

1892. Has not the immense demand cleared the timber from the parts where the timber could be procured with facility?—The timber trees grow in groves in the remote hollows by themselves, or they grow detached, here and there, on the good land, one large pine tree among several thousands of other tribes.

1893. Has a considerable inroad been made on the great forests, from the great drain which has taken place?—The inroads are stated to be great; but I should apprehend that in some parts the proportion of timber cut to the whole must be exceedingly small.

1894. Is the expense of bringing timber to the shipping ports rising or not?—It rises in the amount of labour nearly in proportion as the people have to go further back for it.

1895. Is it gradually rising?—I do not know that the actual expense is gradually rising, because the price of labour was higher some years ago than it is now.

1896. An increased supply of labour has flowed in?—Not only an increased supply of labour has flowed in, but the country has become more clear and better known; and now, where they could not bring down timber before, it may be brought by canals, which will avoid the dangerous rapids.

1897. Has the price of bringing down the timber risen within the last few years, or not?—Very little, I should imagine, taking the increased supply of labour into account.

1898. You have spoken of the permanent advantages possessed by cultivating the soil over those which can be attained by the party engaging in lumbering; but in both instances you have referred to the lumberer who engages to supply timber on the one hand, and to the cultivator of the soil who embarks his capital on the other; what is the actual state of the labourer employed in the lumber trade; what wages does the emigrant engaged by the lumberer receive for his services when he makes an engagement with him?—The wages paid to the mere emigrant engaged by the master lumberer, as he is termed, is somewhat less, at least not so valuable in the article paid him, than that given by the mere farmer to the labourer, inasmuch as the emigrant that goes from England, Scotland or Ireland, is tolerably well acquainted with the labour in which the farmer employs him, whereas he is entirely ignorant of that he has to do for the lumberer, and he has to serve a sort of apprenticeship to it; many are employed in the drudgeries of cooking and carrying articles; others carry the provisions from the camp, where they take up their quarters to the lumberers in the wood.

1899. What is the inducement to the labourer to engage with the lumberer rather than the farmer?—The emigrant lands at Quebec, Miramichi or St. John's, or wherever it may be, and he discovers, on proceeding up the country, or likely before he leaves the port where he lands, that it will be at least one year before

before he can derive anything from the land by his labour; but that if he engages himself for hire he gets something immediately. A great number of the emigrants, particularly from Ireland, reach the country in the most wretched condition, not only from poverty, but they have for the last year unfortunately carried disease by most ships to Quebec and some other ports, and being totally destitute of every article or means of support, they are glad to catch at the very first thing which presents itself; they are quite ignorant of the difficulties of a new country. Those who are more cautious again proceed, on landing in the country, immediately to one of the various land-offices and look out for a piece of land, and on fixing on land receive the privilege by purchase from the Crown or otherwise, give their labour to those who have been settled nearest to it, as farmers, for the four or five years preceding: they seldom stir from the spot they first settle upon; I speak from various instances of men who have so settled in one place, and others who have settled alongside them and given their labour to lumberers. I have marked their condition for a series of years, and I invariably found that the first habits acquired by the emigrants after settling in the country invariably attach to them in a greater or lesser degree during their lives.

1900. You were understood to say that the situation of the emigrant at first landing was for a year or two bettered by engaging in the lumber trade than in agricultural employment, but that it was permanently less beneficial to him?—When I say better, I mean to say it was more convenient to him; that he procured the articles he wished for the time for much less labour and toil than the man who went to work upon his land, but that the man who immediately on landing settled down upon his land was two years a-head, if I may express myself in those words, of the man who laboured in the timber business.

1901. Have they the means of procuring land on which they can settle immediately on arriving?—Every one may get land; the emigrant may work his way to the upper countries, and to the land there now sold by the Crown; there are two ways of getting them. He can at the present moment, by the late regulations made by the Crown, get a piece of land for little more than half the former fees; and if he goes on the lands of the Canada Company or New Brunswick Company, or of the British American Company, he will find no difficulty in getting possession of a small spot of land.

1902. Do the bulk of the emigrants from Ireland locate themselves as independent settlers on their own account, or engage themselves to those companies or farmers?—Formerly the Irish emigrants generally lingered about the towns where they could get employment, or were taken up as labourers by those in the country. During the last eight or ten years, or a longer period, many of the Irish people went out, some of them in the first instance to Newfoundland, and made some money, and before winter frequently emigrated to Prince Edward's Island, or found their way into Canada; many of these became very thrifty, and sent for their relations and friends from Ireland, and brought them immediately to the places they had prepared for them in the forest.

1903. Do a considerable portion of the emigrants who land at Quebec go on shore in a state of entire destitution?—Assuredly they do.

1904. How are such individuals to obtain land which they can themselves cultivate, or to acquire the means, without which cultivation would be impracticable, of a subsistence during the progress of their cultivation of the soil?—There are scarcely any of those people, not one in 500, who are engaged at Quebec or yet at Montreal, who do not immediately get land, though not engaged in the timber trade; they are frequently, it is true, but in small proportion to the whole, employed both at Quebec and Montreal, or as labourers to some of the inhabitants in the one city or the other, or in the adjoining county; but they have usually a less distance to go where they can get land, and find no difficulties in getting land, than they have to go to join the lumberers.

1905. Those who arrive without any means in the Colonies must raise a little capital from employment in the first instance, before they settle on the lands, must they not?—Yes, but the means of subsistence can be just as well raised by working for the farmers in the colony as to the lumberers.

1906. You think there is quite sufficient employment in agriculture for all the labourers who come into the country?—Not in the immediate vicinity of Montreal or Quebec, nor until they proceed up the country.

1907. In the country is there sufficient employment in agriculture for all the pauper emigration?—I think not a sufficient demand in the first instance, if so great

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great a number go out as have gone from Ireland during the last six years; but after they have been six months in the country, I am quite prepared to say they will find sufficient employment.

1908. Is it not necessary to get employment for the first six months, unless they bring out capital with them?—It is necessary to get employment, but that does not depend entirely upon the timber trade.

1909. On what does it depend?—Many engage their labour to the farmers who have been settled, and get provisions and other articles for their subsistence.

1910. How far is it from Quebec to the nearest agricultural location in Canada?—There are locations on the townships immediately south of Quebec, at no very great distance, I should think within 30 miles; there are some at a less distance still, but the best lands in the nearest districts have been long occupied.

1911. Is there a demand for agricultural labour on those lands?—A certain demand, not a very great demand; an unprecedented emigration would glut labour in any new country. The people of Quebec and Montreal have had to lend very great assistance to keep emigrants from starving; but those very emigrations themselves create a great progressive demand for labour, increasing rapidly after the first two or three years. Any industrious man who goes out as a labourer, will himself be able to give occasional employment to other labourers in three years at farthest.

1912. At what distance from the place at which the emigrant lands is there any demand for agricultural labourers?—The nearest place at which there is a considerable demand for agricultural labourers is in the country lying along the Ottawa and the St. Lawrence, from Montreal to Kingston, and further up in the country, between the lakes Erie, Huron, and Ontario, there is an increasing demand.

1913. At what distance for the nearest labour?—About 220 miles from Quebec, in the country through which the Rideau Canal passes; and also on the townships in the rear of the Seignories, much nearer.

1914. On Crown property?—Yes; but not until the Crown lands are granted, or rather sold to individuals, and it then ceases to be Crown property.

1915. What are the means by which a labourer landing at Quebec in a state of destitution is to repair to the place where he can get employment?—A single labourer can ordinarily get employment, if the employment be not overstocked. At a cost of 5*s.* a steam-boat takes him up to Montreal, and 2*s.* 6*d.* will pay for the provisions he usually subsists on.

1916. Is he sure of finding employment on his arrival?—As a general rule, he is in the agricultural districts; but there may be many locations where he cannot.

1917. Is it then not an advantage if he can procure any employment on his landing, by which he may earn wages, which, if he is thrifty, will enable him afterwards to seek otherwise?—I apprehend there are very few instances in which he is ever engaged by the lumberers at the port of landing, and I think all the gentlemen connected with the mercantile houses of Canada will concur in that.

1918. You say that the emigration has been so great, that the agriculture and timber cannot absorb it altogether as the men arrive; if the occupation of lumbering should diminish, how are the parties arriving to subsist during the first six months?—They will subsist, as the majority of them who have no other means subsist now, by proceeding to the lands, and working a portion, say half their time, for the persons who are in the previous possession of adjoining lands, and working for the remaining portion of their time on the land on which they settle.

1919. Is there no danger that, as the population increases, and the country becomes more occupied, they may not be able to procure employment in agriculture?—That I think extremely doubtful. I think a country possessing so great an extent of fertile soil, in proportion to the number of inhabitants to the square mile, will afford employment to a much greater number of people, than any probable emigration for probably 150 years to come. I consider that the vast region which lies between Montreal and the Canadian lakes, so fit for cultivation, and the extensive unsettled but fertile districts in the province of New Brunswick, with the unoccupied lands in Lower Canada, Nova Scotia, Cape Breton, and Prince Edward's Island, will afford, for 100 years to come, employment for any emigration from this country; exclusive of which, are the regions extending from Lake Superior to the Pacific.

1920. What would be the immediate effect of a transfer from lumbering to agriculture, bearing on a number of emigrants equal to that which has gone out for some

some years?—I think I have stated in a former part of my evidence what the sudden and what the gradual effect of a change would be.

1921. Take one year?—Neither the emigrants nor the people would at all feel that; those who would be subject to loss would certainly be the merchants who had invested their property in the trade.

1922. A period beyond two years you would not call sudden?—To make any great change, two years might certainly be considered sudden, and be certainly injurious to all concerned in the timber trade, but not to the agriculturist, as he would have labour cheaper, and sell his produce to the exporter at a proportionably lower cost.

1923. Any change consequent on the reduction of the protecting duty to 15 *s.*?—No; I am quite of opinion, that if the protecting duty, as I have stated, were to be reduced 15 *s.* next year, the merchant and shipowner of this country might not only be enabled to be prepared in engagements for 1836, and be more sure than at present in following the trade on a more wholesome footing, but that, as far as the Colonies are in question, very little injury, if any at all, would be the consequence.

1924. That is supposing emigration not to diminish?—Yes, even if emigration should still increase, which I presume it will, rather than diminish. An increased emigration will increase the outward, consequently the general freights of ships.

1925. Is it the fact that a larger proportion of emigrants have been lately engaged in the timber trade than used to be the case?—The number of emigrants who have gone out the last four or five years has been much greater, and I have no doubt the emigrations will increase, not perhaps to the same extent, but I am quite confident those who emigrate now to the colonies will create labour for others who follow them in agriculture; and also as the population of the country and the timber trade, or any other branch of industry, increase, so will reciprocal demands for occupation follow in their natural course, as in the United States of America, and in all other rising countries.

1926. Is it not a great object to have a business which will afford employment to those who arrive and thus furnish capital?—Assuredly, any branch which employs capital spent in the country will be useful generally, as employing the people; but if any branch of industry be forced, by restricting trade, or giving it a false movement, as was done formerly to the fisheries of Scotland, the natural and certain reaction must be much more disastrous to the country than if it were provided for in time.

1927. It is your opinion, that giving a direction to capital in the colonies would generate fresh capital to supply future labour more rapidly and continuously than by continued application to felling of timber?—I am assuredly of that opinion. I am quite convinced the prosperity of those Colonies depends upon agriculture and not on the timber trade; that the timber trade might be left to the enterprize of individuals; but to advocate the interests of agriculture or of the timber trade beyond the natural adaptation of country for the one or the other, would be advocating that which would, if persisted in, be destructive to, or at least greatly retard, the prosperity of the country.

1928. You have illustrated your opinion that the difference of duty between Colonial and Baltic timber exceeds the just proportion by reference to a circuitous voyage, the shipping it in Europe, sending it to the Colonies, and bringing it back at a reduced duty?—I have done so in one view, that of a ship carrying a cargo far more than double the direct distance.

1929. You state that your calculations go to show that an advantage was gained to the extent of 15 *s.* a load?—No, not an advantage gained equal to 15 *s.* a load. I mean, that notwithstanding the difference of distance, and the time occupied in the voyage, it appeared to me that the duty made a difference, which enabled the vessel to sail with an advantage of from 12 *s.* to 18 *s.* a load in favour of the vessel that went to the Baltic, and instead of returning direct, proceeded to America and returned to England to evade the high duty.

1930. Can you give the substance of those calculations?—I have not them by me.

1931. What is the calculation on which you found the estimate of that difference?—It is evident from the average of freights, according to charter parties made during the last eight years, that for a vessel chartered to go to the Baltic, there take on board a cargo of timber, then proceed with it to a port in America, there discharge, then reload the cargo, and then return with it to a port in the United Kingdom, the freight must at least amount to an additional sum of from 30 *s.* to

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35 *s.* per load more than if the same vessel went for her cargo and returned direct from the Baltic; but in the latter case the duty is 55 *s.* per load, in the former, 10 *s.*, making a difference of 45 *s.*; now, take 15 *s.* per load off the Baltic duty, and it will be as evident that the roundabout voyage to evade the duty cannot without some loss be performed.

1932. Is there not a considerable lapse of time before the man who settles upon land without capital is enabled to become himself the employer of others?—About three years; and very frequently he finds it his advantage to employ an occasional labourer during the second year.

1933. Is he able to give such employment to a labourer as will enable that labourer to work the year round?—No; the labourer works occasionally with one, and occasionally with another, of those who are settled near. Sometimes when they have what they term heavy jobs to perform, they work alternately for each other.

1934. This natural absorption of labour by the settlers themselves is very inadequate to the large and constant importation of labourers from the mother-country, is it not?—The labour of emigrants is directed in different ways. In the first place, the great object is to look out for a piece of land; then there is generally a neighbourly understanding between the people in the settlement to arrange their time so as to assist the new settler who comes; among the first is clearing a small portion of his ground, and in erecting his little log cabin; and he again returns this good office to the next poor settler that arrives. If he arrives during midsummer, he assists during harvest among the previous settlers: they give him in return for his labour a portion of their grain, and then, when he is not employed for others, his business is, if he is a prudent and industrious man, to work as much as he can on his own spot of land.

1935. The effect of the lumber trade is to delay the time when he may be able to employ labourers on his own farm?—The timber business is a sort of convenience to a man, inasmuch as any additional employment it affords relieves him for the first year from some of the privations which a man who goes with scanty means immediately to his land; but the former is about the same length of time behind the man who settles on his land as the time he gives to assist the timber cutters.

1936. Supposing an additional duty of 15 *s.* was laid on Canada timber; do you think that a more economical manner of carrying on the trade might bring it into the market of England with a something smaller addition than 15 *s.* upon it?—I have no doubt that economy would be attempted, but at the same time I believe the duty of 10 *s.*, if the difference were reduced by 15 *s.* being taken off, is as much as the Canada timber can now bear, and that very few of the Canada people would engage in it if the duty of 10 *s.* were increased; laying on an additional duty would dishearten them, and be much more injurious than any sudden change contemplated; and that an additional duty would create more difficulty than the reduction of duty on foreign timber.

1937. Can the saw-mills now engaged in cutting deals for the English market be diverted to other profitable purposes?—The large saw-mills would only, or very partially, be used for other purposes than at present.

1938. You stated that the removal of trees for timber does not facilitate the operations of the settler; if you had to settle yourself, would you select a tract of land where the timber tress had been cut, or would you prefer, under equally favourable circumstances, with that difference, a tract where timber trees had not been felled?—I certainly would choose a tract where trees had not been felled, and I have long since and always stated, that I was and am quite of opinion than any land on which pine timber trees grow is the very worst land that can be found in the colonies; the fertile land is always known by the hard wood growing upon it.

1939. If the effect of competition consequent on the reduction of duty on the Baltic timber should compel a reduction of price in the Colonial timber to sustain that competition, do you think that the shipper could afford, by a diminution of his profits, to reduce the shipping price and still retain a profit?—The diminution of the shipper's profit must be taken in a more general sense; if the merchant who contracts with the lumberer can manage to get the timber cheaper from him he can ship it cheaper; but I am of opinion, that until some change takes place in the system between the merchant at the shipping port and the lumberer, he cannot ship his timber cheaper than he does; but I am also convinced that in respect to freight better timber would be shipped, for a great portion of timber is

not well hewn; it is not generally what the people in that country call maced edge, that is, not die square, consequently both in the measurement and in the freight there is something lost; it may be five or six per cent. There is also another circumstance that has frequently struck me in reference to North American deals: At the present moment, from the classification of the deals into 3-inch thickness, a certain portion is lost; a tree may frequently admit of sawing into 2 ½-inch plank or deals, when it cannot be sawed into 3-inch, and from conversations I have had with some of the dealers in this port and in Liverpool, they say they now frequently pay the duty of a 3-inch plank on a 2 ½-inch deal, so that there is one-fifth lost in the stowage alone. The reason they import 2 ½ is, that by sawing those again into two, they make what they call flooring boards, for which three inches is too thick. I think if deals of all sizes and lengths were allowed to be imported and piled closely, then measured, and the duty paid by the cubic feet, it would be far preferable and more profitable than the present plan, and prevent many inconveniences which now occur.

1940. Upon the whole, are you of opinion that the necessary reduction of price occasioned by the diminution of the protection might be made by arrangements within the Colonies on the other side the water, which, notwithstanding the reduction of price, would still leave a profit to all concerned?—A reduction to the extent I have stated would in my opinion place not only the merchant in the Colony in a much more safe and healthy position than he now is, but it would cause a better mode of manufacturing the timber, and equal advantages to the Colonies at large.

1941. The question refers to a reduction such as might be anticipated to follow a reduction of duty on Baltic timber to the extent of 15 *s.* a load?—Yes.

1942. Do the gangs of lumberers going up the country pay anything to the Crown for the privilege of cutting?—Yes, they do. So much a tree was the amount paid some time since; I do not know whether any fresh arrangement has been made; I believe there was some change made of late.

1943. Do you think the master lumberer could diminish his rate of wages?—I imagine he engages his labourers at the lowest possible rate he can, but I believe neither he nor his labourers are economical of time or money.

1944. Do you know at what rate he is in the habit of contracting to deliver timber to merchants at Quebec?—I am not prepared to say within the last year, but I can prepare an answer.

1945. Is there any export duty from Quebec?—Not that I am aware of.

1946. The timber leaving the country pays nothing but for the privilege of cuting up the country?—I am aware of none.

1947. Does that go into the Crown land revenues or in fees?—It goes into the general treasury of the province. It was formerly considered as part of what was called the Crown revenues, but I think that the funds are now all paid into the general Colonial treasury.

1948. Have there been any considerably increased facilities given to the emigrants who come out for finding employment through agency offices, of late, at Quebec, or other ports of disembarkation?—I am not aware of any facility by individual agency offices; the only facilities I am aware of are by the agency offices provided by Government, at St. John's and Quebec and other places; there is advice and assistance given to emigrants by those offices.

1949. What is the course they take at those agency offices?—The course some little time since was, and I believe at present is, to direct the emigrants to those parts of the country where they could most easily procure land to settle on, and giving them advice and instruction so as to proceed at the least possible expense.

1950. Have you heard that a very great number of emigrants who have arrived there about the same time have been rapidly got rid of through those Government offices?—Some time ago I knew that Mr. Buchanan, on the part of Government, assisted very greatly in sending them up; what has been done since I am not aware.

1951. You have stated as your opinion, that the consequence of any change in the duties would be beneficial to British shipping; will you state to the Committee in what way you conceive it to be beneficial?—Of any change, I have not, I think, said so.

1952. You have stated that benefit would arise from the reduction of 15 *s.*?—I think I said that the change I stated would place the British shipping in a more easy or better position with the Colonies, inasmuch as the trade will become a more

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regular trade and not so much dependent on contingent circumstances. I have always looked to permanent advantages for the Colonies and the shipping interests, although I have formerly, like many others, taken a much more sanguine view of the timber trade than facts, which experience has borne out since then, could warrant.

1953. Would it become more regular in consequence of the increased carriage?—I think the carriage would increase with the general wants, industry and enterprize of the increasing population of the country

1954. Do you think it would increase the importation of timber into this country?—I am quite convinced that the change, so far as I have contemplated, would not diminish the importation from the colonies into this country. I am equally convinced, where that timber is most used, at Manchester and other places, if they took more care in manufacturing it, and brought it home in the square state I mentioned, they would use quite as much, and more, if manufacturing industry increased, which is more than probable, as they do now in consequence of the present difference.

1955. Are you able to give an opinion what proportion of the trade in timber results from clearing the farms, as compared with that cut in the forests by the lumberers?—Clearing the farms has nothing at all to do with the increase of trade.

1956. The trees which are cut down in the course of clearing the farms are not sent to this country?—Occasionally a few birch trees growing amongst them, not in general.

John Neilson, Esq., called in; and Examined.

John Neilson, Esq.

1957. ARE you over here on business of your own, or as a deputy from the Colonies?—I am over here deputed by a number of the inhabitants of Canada with petitions to the King and the two Houses of Parliament.

1958. From Lower Canada?—Yes.

1959. Are you acquainted with the timber trade between this country and the Canadas?—I am not engaged in any trade; but I have been 44 years in the country, and am generally acquainted with the trading circumstances of the country.

1960. Will you state to the Committee the view which you understand to be entertained by those with whom you are acquainted in Lower Canada upon the present state of the duties, and as to any change which might be contemplated in those duties?—The general feeling of the inhabitants engaged in business in Lower Canada is, that the changes that have been agitated in this country have been injurious to them; that they place them in a state of uncertainty with regard to their future operations.

1961. What is their opinion with reference to the duties themselves; do they consider that the present scale of duty, and the protection of 45 *s.*, is important to them?—I have not heard any complaints amongst the people with regard to the insufficiency of the protecting duty, and the feeling, no doubt, amongst them is, that the protecting duty is beneficial to them.

1962. Have you heard that they consider the amount of protection as indispensable to them, or that they would complain much of that amount being moderately reduced?—Of course they would complain greatly of any alteration which might alter the relative position of the different countries which send timber to this as taking from them an advantage they now enjoy.

1963. Do you think that is a considerable advantage to them?—There is no question of that; it is at present the only trade which is advantageous to Lower Canada; there is no other branch of trade at this present moment which is of any real advantage to Lower Canada; I mean the exports. The greater part of the ashes do not come from Lower Canada, and they employ but few hands; but the exportation of timber, as great part of it comes from Lower Canada, employs an immense number of hands; it employs hands to cut it down in the woods, then to get it hauled out, then to get it rafted down the small rivers, floated down the great river to Quebec, then the bringing it all together into the timber-yards, dressing, measuring and shipping; all that gives an immense employment to the people of the country; in fact it is the only trade which does give them extensive employment. It brings out a thousand ships coming to the St. Lawrence ports every year; and I suppose the whole trade of the country would not employ 100 ships were

were it not for the lumber. Now all those ships give employment in the cities, and give employment to the persons engaged on the wharfs, and everybody; in fact, the lumber is the principal object that brings the ships there.

1964. Who are the people generally employed as lumberers; are they Canadians and United States people, or principally emigrants?—In the commencement of getting out lumber, which was about the year 1810, the people of Canada were not in the habit of getting out lumber, and knew nothing about it; at first the people engaged in that employment were from the United States, to cut down and bring it in rafts, but that lasted but for a short time; afterwards it was the people of the country exclusively that were employed. The United States people introduced their fashions, for people must be accustomed to the business or they cannot carry it on. They brought the business into the country; and the moment they had brought it into the country, as the people of the country could be employed at a lower rate, they were employed in their stead, and they now carry it on almost exclusively. There may be here and there a few Americans who are expert men; in some particular line there perhaps are men that are employed, leaders of gangs of lumber-cutters, or something of that kind; but the mass of the people employed are Lower Canadians, generally of French extraction; and the new settlers coming in from this country, they hire themselves out to go to the woods for the lumber. When they have got in their crops then they merely leave their farms in the care of anybody, and go to the woods and get good wages at lumbering; that gives them money to go on with their clearing. The wood-cutters and the raftsmen are in reality a mixture of native French Canadians and the new comers from this country, the settlers from the old country, as they call them.

1965. Are they not agriculturists as well as lumberers?—Yes.

1966. Does the man who has 100 acres of land, which he cultivates in the spring, go out lumbering in the winter?—Great numbers of them; they come out, get a grant of land in Lower Canada, say perhaps from 60 to 90 acres; they have wrought for some time about the wharfs about the town, and got a little money, and with that little money they buy some provisions, and buy an axe, and go into the woods and make a small clearing, the produce of which is not sufficient to enable them to go on making their clearings; then they go to cut wood, or to work in the lumber yards in the city. Many of them are proprietors, who have the fee-simple of the land.

1967. What proportion of the whole population of the country are thus engaged?—You may say that the great majority of the inhabitants of the towns are in some measure engaged in consequence of the lumber trade. In the country I cannot tell what may be the proportion which is engaged; but there is a large proportion of them that go out to lumbering at times, when they have no work that is productive upon the land.

1968. Are the wages for lumbering higher in proportion than for agriculture?—They are, in my own parish; I live about six miles from town. Numbers of the Canadians, the young men, go up the country lumbering, and they get as much as from 10 to 12 dollars a month. Now the common wages with us are from four to six dollars a month for agricultural labourers or for farm servants.

1969. Are they found in provisions, or do they find themselves?—They are found in provisions.

1970. What distance is the lumbering ground, or where they can cut timber, from Quebec?—The distance is both far and near; they get lumber out of all the small rivers that fall into the River St. Lawrence, in the first place, and they go for other descriptions of timber up the Ottawa River, and then they go, some of them, to the Bay of Quenté, up the St. Lawrence; but I should say the greatest quantity of the lumber is from the Ottawa; the smaller sort is from the small rivers that fall into the River St. Lawrence, beginning at 30 leagues below Quebec, and running up to above Montreal.

1971. Is it the first employ of the emigrants when they land to engage themselves in lumbering?—The first employment of those that have nothing but their arms is to go to work in lumbering yards, and the buildings about and in the towns. They get a little money; with that they move on; either take up wild land in the provinces, or go into the United States.

1972. But if they arrived without any capital but their arms, and settle at once upon land, would they be able to maintain themselves?—No; that is utterly impossible.

1973. Would they find employment from the neighbouring small proprietors, who

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who have settled within two or three years before them, sufficient to maintain them till their own land was able to maintain them?—They can find no employment from persons who do not speak their language; and the settlements extending in the rear of the French settlements, on both sides of the river, are not very numerous at present; they are increasing fast; but those men who have just settled upon new land, without capital, cannot employ labourers, and pay them; they can employ them only during hay-time and harvest. In the winter season they must find employ from other than agriculturists, or they get nothing at all.

1974. Then those destitute emigrants do not find employment amongst the agricultural settlers, but amongst the lumberers?—They do find employment occasionally among the agricultural labourers in the rear of the French settlements, but not throughout the year.

1975. Is there a great demand for them?—No; the people in the new settlement are too poor to employ labourers.

1976. If the timber trade were materially diminished, would the new emigrants, supposing it to continue on the same footing as it has done lately, find employment in agricultural labour?—No, not in Lower Canada; they might find employment in the United States and in Upper Canada. It is to be observed, that many emigrants that go to Canada go to the United States; they find it cheaper, in consequence of the lumber trade, to go by Quebec, even when they are going to the United States; they get out for 30 *s.* I have been told. I am not acquainted with the shipping concerns, but I have it from the emigrants themselves, that they pay 30 *s.* for going from Ireland to Quebec.

1977. And if the lumber trade did not exist, they could not get so cheap a conveyance?—No, they could not; and they provide themselves with oatmeal and their potatoes, which probably cost 30 *s.* more, and with 30 *s.* additional they may go to any part of the United States from Quebec. They would have to pay 3 *l.* or 4 *l.* by way of New York; and those people have occasion to study economy, and they do study it. They avail themselves of the lumbering ships going out as being the cheapest way.

1978. Do they charge 3 *l.* or 4 *l.*, provision excluded, in the New York ships?—Yes; they charge 8 *l.* or 10 *l.* when they give them provisions.

1979. Do you know what proportion of the lumber ships carry passengers?—I cannot say; but a great many bring passengers from Ireland, almost every ship.

1980. Are the lumberers well behaved, industrious people?—I should say generally, that all those who move about the world are liable to be the wildest inhabitants of a country.

1981. Are they addicted to drinking spirits?—No; it is astonishing to see in that country the restraint that even the emigrants put upon themselves. I cannot say that there is an excess of drinking.

1982. Are that class of persons that have been labouring lumberers for ten or twelve, or fifteen years, since the great demand for timber, well behaved?—There is no such thing as people making a regular trade of lumbering; there may be perhaps a few that are leaders of gangs, that are peculiarly calculated for leading a party in the woods, that make a regular trade of it; the others are engaged for the season when they have not work at home; when there is no work to perform or work to be had in the towns, they hire themselves out, with a leader of the gang of lumberers, and go far into the woods.

1983. Is there not a good deal of skill in using the axe and cutting timber; may not one cut down five while another is cutting two?—Yes; but I have been astonished to see that a man coming out from Ireland, in two or three months, will handle an axe as well as the native American, and cut down trees. The Americans are generally reckoned with us the most expert axe-men; and I have seen Irishmen, in the fall of the year, who came out in the spring, that were as expert fellers of timber as any that we have in the settlement.

1984. Has not a great change taken place in the system of lumbering, in the Colonies, that it used to be confined to a particular class of men, and now it is intermixed with the other occupations of the colony, and become a resource for the more active part of the poor population?—In the first instance Americans were employed as the most expert men, since that the people of the country have been employed, because they have become equally expert, and are cheaper. I had an opportunity last year to visit the Northern and Eastern States of America, as a Commissioner to visit the penitentiaries there, and I thought it my duty to inquire as to the wages of labour in the country, that we might found a comparison between

the wages of labour there and in Lower Canada, and I found that wages of labour in the United States are fully a third more than in Lower Canada; all north of Pennsylvania, including Pennsylvania, I found that the wages of labour were full one-third more than what they are in Canada; I speak of the wages of the farm servants as well as of persons employed in labour in the towns.

1985. Does that cause much emigration from Canada?—It does a good deal; that is to say, of the emigrants that come from this country, for the native Canadians do not emigrate much.

1986. Have the habits of the lumberers very much improved since it has ceased to be a distinct occupation?—I do not know that the habits of lumberers were worse than the habits of soldiers or sailors, or people that go about the world.

1987. What means of subsistence would those lumberers have in the lumber trade, supposing the exportation from the Canadas should be reduced to one-third or one-half?—They must go to the United States, I suppose.

1988. Are there no other means which occur to your mind by which they could gain their subsistence?—There is no export trade in Canada that pays except in lumber; nobody will advance capital to employ labourers unless he gains by it.

1989. And therefore you suppose that they would go to the United States?—Yes.

1990. There is no export of grain?—I should think our production is not superior to our own consumption.

1991. What is your population?—Between 500,000 and 600,000 souls.

1992. You stated that the wages of the lumberer were higher than those of the agricultural labourer; are the habits more provident of the agricultural labourer than of the lumberer?—They are the same description of men. I should suppose that three-fourths of the men that are employed in getting out lumber are agriculturists, and probably one-half proprietors of land themselves; they go to lumbering at the time that they cannot work upon their farms.

1993. Upon their first arrival they either engage themselves as lumberers or agricultural labourers?—In Lower Canada, I stated that there was very little to do for the people arriving from this country in the way of agricultural labour, because the mass of the agriculturists are French, and do not understand the English language: the only possibility of obtaining labour among the agriculturists is in the back settlements, in the rear of the French settlements, and they are but new beginners, and not able to pay much for agricultural labour; in fact they want them only during seed-time and harvest.

1994. At what season of the year do the gangs of lumberers leave Quebec?—Generally in the month of October.

1995. At what time do they return?—They return as soon as the river opens, as soon as the rafts can be floated down the St. Lawrence.

1996. In April or May?—Almost all of them will be arrived in the course of May.

1997. At what time do they cultivate the farms, those who are settled?—The ploughing is done late in the autumn.

1998. In September?—October and the end of September. They usually plough during October, till the 1st of November; after that ploughing is generally impracticable. The sowing of wheat must be done by the 15th of May, or thereabouts, but then comes the principal part of the labour on the new lands, the burning off the choppings, and the planting of potatoes; that is the principal labour of the new settlers.

1999. You observe that those labourers have a joint occupation as lumberers and agriculturists; how do you divide their time?—Those who are employed in far distant places proceed in the fall of the year, towards the end of October, and return as soon as the river is open, sometimes upon the rafts. When they return they go to work upon their farms. They are mostly young men who have been working for their parents or in the towns; those that are married have left their wives and their younger children upon their farms, that have been doing little things during their absence. The moment they return they set to work, and the ploughing has been done before they go. It is only wheat that requires to be sown before the 15th of May; the principal crop of the poor people who go to lumbering is potatoes and oats and light crops.

2000. The fact is that agricultural pursuits are necessarily suspended from the severity of the Canadian winter?—Yes, when the ground is covered with snow.

2001. Then the winter they pass in the woods, lumbering, and the summer upon their farms?—Yes, those that go to a distance.

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2002. When is the potato work done?—If it is done any time before the 20th of June, it is considered to be in season.

2003. You stated that the only trade which was profitable in Lower Canada was the lumber trade; by trade did you mean the export trade?—The export trade.

2004. Is not agriculture a profitable business in Lower Canada?—By no means.

2005. From whence does that arise; from any regulations or laws of the country, which keep so much in the hands of the old French settlers?—No, it arises from the nature of the climate; in the first instance, when the snow lies upon the ground, from the 1st of November to the 1st of May, or from the 15th of November to the 10th of May, all agricultural labour is necessarily suspended, except in chopping down the trees to make a new clearing. That is an immense drawback; six months in the year taken away from the labour on the land. Such a country as that cannot be a very good agricultural country. Then the old inhabitants of the country are an excellent, frugal race of men, but they do not understand the improvements in agriculture that have been introduced lately.

2006. They are attached to old habits?—They are; in fact they go on sowing wheat till the land is exhausted, and then they let it lie and pasture it for some time, for two or three years, and then they plough it again, and sow it so long as it will produce.

2007. Do many of the emigrants who come out with a view to settle on farms of their own settle in Lower Canada?—No, by no means the greater number of them, but many do settle there. The first settlement that commenced in the district of Quebec I and some other gentlemen had the principal share in opening, and it began I think in 1817. At present, in that vicinity, there may be about 5,000 souls; that is one of the first settlements of the old country people in Lower Canada; this is in the vicinity of Quebec, to the north. On the south shore other settlements began subsequently; some of those have amounted to 5,000 souls, some have amounted to 3,000 or 4,000 souls, but those settlements are far from the River St. Lawrence, behind the French settlements. They generally are improving in their condition; poor people that had nothing have got from one to six head of cattle, and may perhaps have a horse, and they have got live stock, and they are really improving in condition, but with a great deal of exertion. They have an advantage over the farmers of that country, inasmuch as they attend more to the rearing of cattle and to the dairy and root crops.

2008. Then as far as agricultural settlements have gone within your knowledge, they have answered in Lower Canada?—They do answer; they are not wealthy, but they live, and are able to support their families, and have the prospect every year of bettering their condition.

2009. But upon the whole, you do not consider the province of Lower Canada so adapted to agricultural settlement as Upper Canada?—Certainly not; the only advantage of Lower Canada is that it is nearer this country; it is the outlet to richer countries above it, and the necessary passing of the trade to and from those countries gives a great deal of employment in Lower Canada, which gives a good price to the agricultural producers, and keeps up a kind of activity in the agriculture of that country which would not exist without it.

2010. Has the increasing traffic on the Ottawa given encouragement to settlement on both sides of the river?—Yes.

2011. And English agricultural settlers are beginning to fix upon that quarter?—English agricultural settlers have gone to the rear of Toronto (lately York), and towards Port Talbot and the London district; that is in the Upper Province; some of them have gone to the Ottawa, but I apprehend that more Irish go to the Ottawa than English. We call all British emigrants "old country people;" if we do distinguish, we say English and Irish and Scotch. The first settlement upon the Ottawa was by Americans, and now I should suppose the great majority are old country people.

2012. Is there good land adjoining the river?—There is some, but the great extent of good land is in Upper Canada.

2013. You have stated that a great proportion of emigrants who go out go through Quebec upon the road to the United States?—Many go to the United States through Quebec, because they can go cheaper by Quebec than by way of New York or Boston or Philadelphia; they go to the United States as readily when they are at Quebec as when at New York, and they get to Quebec for much less than to New York.

2014. Has the new settler any difficulty in obtaining a grant of land in Lower Canada?—

Canada?—In Lower Canada any man that bears anything like a decent appearance can get land from the Seigneurs upon paying perhaps 2 *d.* or 3 *d.* an acre annually.

2015. Is that land covered with timber?—That land is partly covered with timber, but generally the best timber has been taken off.

2016. Is the timber remaining fit for exportation?—I apprehend not much of it.

2017. Is there any difference between the land which has good timber upon it and the land which has not in the price?—No; we understand that the French Seigneurs, according to the Canadian law, are obliged to make a grant of the land to the settlers at 1 *d.* per acre.

2018. Do they so regard it?—No, they deny it if they can. There are besides Crown lands independently of that, which are sold by public sale, and the people attend the sales and buy; but the land is generally bought up by speculators, who make arrangements with settlers.

2019. Is much more land coming into cultivation each year?—Yes, there are sales of Government land which take place in the counties once a quarter, or something of that kind.

2020. Is a large quantity of productive land still remaining uncultivated?—There is in some parts of the country, in other parts the cultivation has come pretty near the mountainous tracts.

2021. Are you a proprietor of any forest?—No.

2022. Have you been of late years?—I was proprietor of about 3,000 arpens of land, which I took upon the same terms as the French Canadians.

2023. Can you give the Committee any information with respect to the price which the owner of the timber gets in the forest for his timber?—I know that of 3,000 arpens I had in my possession, I never got a penny for a stick of timber.

2024. How much is an arpent?—About four-fifths of an English acre.

2025. Then the price is equal to the value of labour bestowed upon it?—The principal part of the timber is taken upon the Crown land, and the Crown allows the liberty to cut it down on certain tracts, at a merely nominal rate. I believe the main object of fixing a rate was to prevent the lumberers from fighting with one another about their privileges. In certain districts, liberty to cut was given, by which they had an exclusive privilege in those districts. Formerly, they seemed to go out as freebooters, and sometimes used to quarrel. The Government gets a mere trifle from it.

2026. Then are the Committee to understand that a large proportion of the timber from Lower Canada is obtained from the Crown lands?—Yes; I should think the greatest part.

2027. Then any person has a right to cut timber upon the Crown lands, upon payment of a small consideration?—Yes; it is sold at public auction. It is advertised in the newspapers that at such a time the liberty to cut in certain Crown lands will be obtained, and it is sold to the best bidder.

2028. Have you any person who buys those Crown lands, and employs persons under him to cut it so much below what he gives?—Persons generally who buy the privilege of cutting are owners of mills, and persons who wish to get logs down for their mills.

2029. Do those freeholders pay so much a load for delivering it at their mills; how is that managed?—They send out labourers in the winter, who cut the timber where they can find it, and then it is hauled to the streams upon the snow; when the rivers or streams that fall into the principal rivers break up, it is floated down, and comes into larger rivers, and then is brought down to the mills and to the great River St. Lawrence.

2030. Is the timber squared in the woods, or after it is brought down?—Sometimes it is squared in the woods, and sometimes after it is brought down; a great deal of the large timber comes down squared, but the small timber comes down in logs.

2031. Is the mill-owner considered to have a profitable trade in Canada?—I dare say it must be profitable; at least, it must give some profit, or else there would not be so many engaged in it.

2032. Has there been a considerable quantity of property embarked in saw-mills in Lower Canada?—Yes: I brought with me a statement, showing who are the persons engaged in the trade, but not with a view to the timber question.

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2033. Can you tell the Committee, without giving the names, how much capital is embarked in saw-mills in reference to the capital embarked in other trades?—They state 145,000 *l.* as the amount.

2034. By whom was that calculation made?—This calculation was made by a committee of gentlemen in Quebec.

2035. Persons who are interested in the trade?—I believe not the majority of them. I apprehend the majority have no interest in the trade.

2036. This is in Lower Canada only?—Yes; the estimated amount of produce, 2,337,000 deals.

2037. Of what size?—I cannot say as to that; such as they ship them generally to this country; the value of the produce is estimated at 116,850 *l.* besides a number of small mills on the north shores of the River St. Lawrence; these are principally large mills that work mostly for the purpose of exportation.

2038. You have stated that that account was made out by a committee consisting of persons interested in the trade, and others resident in Lower Canada?—I conceive that the majority of them are not interested in the timber trade; but there were gentlemen interested in the trade upon the committee.

2039. Have you any local or particular knowledge of any mill mentioned in that paper?—I know almost all of them.

2040. Do you believe that that is a fair valuation of the property that is embarked in the mills that you know?—I believe it from the respectability of the persons who made this account; but as to my personal knowledge, I am not acquainted with the timber business.

2041. Have you any knowledge of your own respecting the cost of a saw-mill?—Yes, I have; I erected a saw-mill at my own costs and charges, and I never got 6 *d.* in return; it cost me 250 *l.*; it was a small saw-mill, of one saw, to open a new settlement.

2042. But you depend more upon the judgment of others than your own opinion with respect to the valuation of the saw-mills?—From the respectability of the individuals, I should say that it is correct; but as to my own knowledge, whether it is so or not, I am not a judge.

2043. Is that estimate made with reference to the export of deals, or to the quantity made up for the home and export market?—I apprehend that those are establishments for the manufacturing deals for exportation.

2044. Are you aware that the whole amount of deals exported in the year 1833 to this country, from all our Colonies, did not exceed 13,000 great hundred?—I know nothing about that; but this is the estimate in deals.

Veneris, 3° die Julii, 1835.

THE RIGHT HON. CHARLES POULETT THOMSON,

IN THE CHAIR.

John Neilson, Esq., called in; and further Examined.

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2045. HAVE you anything to add to your evidence upon the subject of saw-mills?—Besides the saw-mills connected with the lumber business, there are the lumber yards. I have a statement of those in the vicinity of Quebec; I have not got a statement of those throughout the province.

2046. By whom was that made out?—It was made by a committee of gentlemen who were acquainted with the business, partly merchants, and partly lawyers and other gentlemen; it was made for the purpose of being brought to this country, to show the persons in Quebec actively engaged in the principal commercial transactions.

2047. When was it made?—It must have been made in March last.

2048. Can you state the names of the committee?—I cannot.

2049. Did they happen to be of one political party?—No, I cannot say that they are of one particular party, but I believe on public matters they are generally of the same opinion; they do not pretend to belong to any party; they are the business men

men of Quebec principally. This paper was made out not with a view to the lumber question, but to another question, before we knew that the lumber question was to be agitated this session. These papers were prepared to show the persons engaged in the different branches of business.

2050. There appear to be the various names of places, and among others Sillery Cove, that is called a lumber establishment. Are there any buildings at Sillery Cove?—Yes, it is in fact a small town.

2051. There is no building appropriated to lumber there, is there?—Yes, there are certainly merchants' offices, a place for hauling up lumber and making the rafts and booms; that is a sort of lumber establishment, for bringing it up and dressing it and shipping it.

2052. It is a large space of ground?—Yes, what is called a lumber cove, in which booms are run into the water, and wharfs are made for boats, and fastenings for the rafts, and places to draw up the rafts, and lay up the timber in for the winter, or till it is wanted.

2053. Does not the chief value arise from position?—Certainly, because they are good places for hauling up lumber.

2054. There is no outlay of capital there?—In some of them there have been great outlays of capital.

2055. In what manner?—The house of Gilmour & Co. must have laid out 30,000 *l.* or 40,000 *l.* in the improvement of their cove.

2056. What cove is that?—It must be about Wolf's Cove.

2057. What have they built?—Immense stores, immense establishments for workshops, and everything necessary for ships, and for hauling up and placing in security the lumber.

2058. You say they have spent a great deal of money in building; what buildings are there which refer to timber?—All that is connected with their timber business; that is their principal business, that of receiving and shipping timber; and all their buildings are in connection with their general object, that of shipping.

2059. Any other shipping would be supplied there?—Of course they would sell to anybody who would buy.

2060. It is not exclusively applied to lumber?—They do not deal exclusively in lumber, but it is in consequence of that business they secured this distant position, where they have a great space capable of receiving great quantities of lumber.

2061. The general portion of the value arises from the position of the place, some portion from the position as applied to shipping generally, and some portion of the value arises from mere lumbering?—There is no question that the value arises from the position, and from its being very advantageous for the general business of a merchant.

2062. What portion of it arises from lumbering?—I should conceive nearly the whole of it arises from lumber, for the mere mercantile business could be carried on in the deep-water wharfs off the town, but it is in consequence of the lumbering business they want these extensive grounds out of town.

2063. Can you distinguish the value actually laid out, from the value of the position?—I cannot say, but I will warrant that the estimate in that paper is nearly correct.

2064. Would the whole of that be destroyed if the lumber trade was destroyed?—The ground would remain, but there would be no use for it.

2065. There would be no destruction of capital?—There would be a destruction of the capital laid out in booms and wharfs, and other things.

2066. But as a great part depends upon the position, there would be no loss there?—The position is of no value unless there is some trade to apply it to; suppose a person had all Canada, unless he has business to carry on in a particular spot, the spot is of little consequence.

2067. Assuming that the greater portion of value does not arise from the money expended, but the position, there would be no destruction of capital if the timber trade were done away with?—There would be a destruction of capital, and there would be a destruction of the value of the position.

2068. Would that capital be of any comparative value if the lumber trade were done away?—Very trifling compared to what it is now.

2069. Would not many of these buildings go to ruin from want of trade to occupy them?—I conceive that one half of the buildings, and stores and wharfs, at Quebec and the vicinity, would go to ruin but for the great extent of trade carried on in Quebec, the great number of ships that come out. Supposing the

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whole were confined to 100 ships instead of 1,000, it would be a complete destruction of the property used for the sake of the shipping and the sake of trade; no man would take them for nothing, and be obliged to keep them in good order.

2070. It has been stated in evidence, that if the lumber trade were to be done away with in Canada, its place would be supplied by an extensive and profitable corn trade to this country; do you concur in that opinion?—Certainly not; there is no prospect of Lower Canada ever becoming an extensive exporter of grain; it may in an extraordinarily good year export a certain quantity, but in the average years it cannot become a great exporting country, the climate is too severe.

2071. If the lumber trade were to become extinct, do you foresee an export of any other article to an extent from Canada that would enable the Canadians to pay for the productions they import from other countries?—I do not.

2072. Do you know the proportion the timber trade bears to the other trade of the country?—I do not know as to the value of it, but I know as to the bulk.

2073. Do you happen to know that it is less than one-sixth?—I have no belief on the subject, for I have no acquaintance with the matter.

2074. What are the other articles of export at the present moment?—They have none at present of great consequence except ashes, and ashes are the production of Upper Canada and the United States.

2075. You not being able to answer the question of the relative proportion the timber bears to the whole purchasing power, cannot speak to the value of the timber trade as compared to the whole trade of the country?—I can speak of the timber trade as compared with the rest of the trade of the country, for it employs more shipping and men than all the rest put together; I should say it employs seven-eighths of the whole shipping we have, and it is the shipping that gives the great employment to the people.

2076. You know nothing of the relative proportion between the value of the timber and the value of the remaining trade of the country?—I do not know the proportion.

2077. Therefore you do not know the purchasing power of the timber?—I do not know what may be got for it.

2078. Therefore you cannot tell what would be required to fill up the vacuum created if the timber trade were done away?—I do not know exactly what would be required.

2079. Do you happen to know the average quantity of timber and deals exported from Canada?—I never have attended to these matters. I know as to the employment that it gives, and as to the number of ships, and the proportion of ships loaded with timber, that sail from Quebec; I know, generally speaking, nearly all of them are loaded with timber, and that it is the timber trade that gives employment to the people about Quebec, and gives value to the grounds in the neighbourhood of Quebec and along the river.

2080. Do you know the shipping price of timber at Quebec?—No, I do not know anything about the shipping price of timber; I never dealt in it.

2081. Would not the purchasing power of the Canadas be the amount of cost of the timber at Quebec per load, multiplied by the number of loads exported?—I understand very little of that.

2082. You have been a member of the House of Assembly of Lower Canada?—I have.

2083. And long resident in that colony?—Forty-four years; I was 18 years a member of Assembly for the county of Quebec.

2084. Have you had great opportunity for becoming acquainted with the opinion of the people of Lower Canada, with reference to the value of the timber trade?—Yes.

2085. Are the people of Lower Canada, in fact, indifferent to the timber trade, or do they estimate it as of considerable importance to the interests of the colony?—The great bulk of the people I am acquainted with estimate it as essential to the welfare of the colony.

2086. Do you agree in that opinion?—Yes, there is not the least question of it; there is no individual I have had an opportunity of conversing with who does not feel thoroughly persuaded that the advantages of the trade are essential to the general prosperity of the country.

2087. Do those who are interested directly in the timber trade consist of the general population of Lower Canada, or is it chiefly confined to the British portion

tion of the population?—Generally the whole population of Lower Canada derive pretty nearly equal advantages from it, in proportion to their means.

2088. Do you consider that the pecuniary value of the timber exported from Canada is of itself a fair criterion by which to judge of the importance of that trade to the province?—The fair criterion to judge of the importance of that trade to the colonies, is the quantity of employment that it gives in the country to the population. It is the number of people who find employment in other than agricultural pursuits that furnishes the customers to the agriculturists, and give value to their produce. The lumber trade employs directly or indirectly an immense number of people in the towns, and they collect in different parts of the country where lumbering is going on; the agriculturist finds a market for his produce, which gives the whole value to his farm. Last winter, to my knowledge, the whole value of the surplus produce of the agriculturists up the Chandien river 10 leagues from Quebec, was drawn from the United States, by supplying the lumberers of the United States with agricultural produce; they found that the lumberers of the United States gave a higher price than the lumberers in Canada, and they carried out their produce there: when they could get only 1 *s.* 3 *d.* for oats in Quebec, they got 2 *s.* 6 *d.* from the Americans; when they got 35 *s.* for hay, they got 75 *s.* from the Americans.

2089. Do you not consider the timber trade to be of importance to Canada, as furnishing the first source of employment to the emigrants arriving there upon the waste lands?—I do not think that the emigrants arriving upon the waste lands immediately are employed on the timber trade. I explained on a former examination, that the emigrants are immediately employed in the ship yards and the lumber yards, and other works about Quebec; and that afterwards they go out to the waste lands, and that as soon as they have got a little clearing made they engage themselves for lumbering, getting out timber, or any other purpose, to get some money to carry on their clearings; but it is not on their arrival immediately that they are employed on lumber business. They first work about the towns, and then get out into the country; and then, during the winter or other time when they cannot get much done upon their lands, they go out lumbering, and if they have any spare produce they sell it to the lumberers; it is in that way that the lumber trade enables them to live, and contributes to the settling of the land.

2090. You believe that the lumber trade is the very principal source of employment for the people in Lower Canada?—There is no doubt of that.

2091. Do you not consider that the timber trade between this country and the provinces of Lower and Upper Canada is also of considerable value as a means of bringing a large quantity of British tonnage into the St. Lawrence, which otherwise would not go there?—Of course it would not come if there was nothing to carry away, and I conceive there can be nothing to carry away unless we export the timber of the country; nothing material, however.

2092. Are you tolerably well acquainted with the state of public opinion in Canada upon this subject?—Those things require a good deal of explanation; an opinion on public concerns can hardly be said to exist among the great body of the people in Lower Canada.

2093. Did you ever hear any one say in Canada that a reduction of duty to the extent of 15 *s.* per load on the duty now paid on Baltic timber, the duty on Canadian timber remaining the same, would be a matter the Canadians would look upon with indifference?—No. In respect of duties on Baltic timber, the bulk of the people of Canada know nothing about them, but they would deprecate as a serious injury anything that would change unfavourably to them the state of competition between them and any other country.

2094. If any man has said that the Canadians are indifferent to the protection they now enjoy in the duties on timber, would you say that that person was acquainted with the sentiments of the Canadians generally?—I should say not.

2095. Do you consider yourself, that the loss of the timber trade, or half the timber trade, now carried on between the Canadians and this country, can take place without considerable detriment to that country?—Certainly not.

2096. Would any change of duties that should have the effect of depriving Canada of a considerable portion of the timber trade tend to increase the discontent at present prevailing in that province?—Those discontents have very little to do with business, generally speaking; anything that would render the situation of the people less comfortable than what it is, would increase discontent.

2097. Is it your opinion, that that would render the situation of the people less comfortable?—

comfortable?—Yes. Last winter a great proportion of the agricultural population in the district of Quebec would have been nearly in a state of starvation but for the assistance they derived from the bringing out of lumber, the work connected with the timber trade.

2098. Do you think that the House of Assembly represents the feelings of the people of Lower Canada?—It represents their feelings certainly to a certain extent, that is, the feelings of one description of people.

2099. Do you conceive, that the House of Assembly represents the feelings of the majority of the people of that country?—I should conceive that the House of Assembly represents the feelings of the majority of the French Canadians, and they form the majority of the people of that country; I should say their feelings, but not their opinions.

2100. Therefore, if the House of Assembly were to say the timber trade might be safely done away with, you do not think they would speak the feelings of the people?—I do think they would speak contrary to the feelings of the people; and they would find it so in the end.

2101. Therefore, if any person should have said that the House of Assembly would come to that conclusion, he might be correct as to that point, though you say he would be incorrect as to the feelings of the people?—Assuredly there is no saying what conclusions a popular body may come to in times of political excitement.

2102. You do not know anything about the feeling of the House of Assembly upon that point?—Yes, I know it as it was expressed; for the House of Assembly agreed in the opinion sent home in their address in favour of the trade, I think in 1823. What expressions of opinion they may make hereafter I cannot tell.

2103. You do not feel yourself competent to speak to the opinion of the House of Assembly at the present moment?—Certainly not; I cannot know it till they declare it.

2104. You say that the lumber trade affords employment to the agricultural population of Lower Canada; you know the township round Stanstead?—Yes.

2105. Do you not know that no timber comes from thence?—I cannot say that no timber comes from thence; I believe that timber does comes from thence.

2106. Do you know Machiche?—Yes.

2107. Does any timber come from that township?—Yes, there does a little come from that.

2108. The agricultural population of Machiche are employed in bringing that lumber?—There is no doubt that some of them may be occasionally employed in bringing that lumber; I do not mean to say that the whole of the agricultural population of Machiche or any other part are so employed, but that it is as a secondary employment when they do not find employment at home; if they can make anything of their produce by selling it to the lumberers, they do so.

2109. Do you not know that a large proportion of lumber does not come from Lower Canada?—Of small lumber, I think that the largest part comes from Lower Canada; the large lumber from Upper Canada, or the Ottawa.

2110. What are the ports from whence the small lumber comes, where it is shipped?—It is shipped at Quebec principally.

2111. Then it comes from the upper portion of the river?—It comes from both sides of the river; that is a great channel running through the country, and small rivers flowing into it. It is out of these rivers that the lumber comes to the St. Lawrence, and is floated down to the coves in the neighbourhood of Quebec. Some is floated up the river even in vessels, and shipped at Quebec; other portions of it are shipped at St. Paul's Bay and Malbaye, at River du Loup, Metis, and other places on the river, both above and below Quebec.

2112. You say that the small lumber comes from Lower Canada; do you know what proportion of the whole value of timber exported the small lumber bears?—I do not know; but I suppose that may be found by the Custom-house Returns in this country or in Canada.

2113. Whatever proportion it does bear, that is all which employs the people of Lower Canada?—Yes; all that they bring out of the woods.

2114. The agricultural population?—The agricultural population come in and work at the coves when they can spare any time from their farms; they engage both with their horses and their persons in the lumber business, and getting out lumber.

2115. That is the persons about Quebec?—Yes, and to the distance of 30, 40, or 50 miles.

2116. Montreal is 180 miles from Quebec?—Yes.

2117. There is no timber trade carried on at Montreal?—Yes, there are ships that load there, and people in that district are also engaged in getting out and rafting lumber.

2118. Do you know whether a considerable number of ships load there?—No, it is small; Quebec is the chief site of the timber trade.

2119. The chief place of trade is Montreal?—I do not know as to the proportion enjoyed by the two towns; I believe their population is nearly equal; but there is a great population in the neighbourhood of Montreal.

2120. You do not know the relative price of the exports of Montreal and Quebec?—I cannot speak to the relative value of the exports of the two places; I believe frequently the exports of Montreal have been stated as exports of Quebec; that is a matter that may be better ascertained by documents, by Custom-house Returns, than by the opinion of an individual who does not attend to these things much.

2121. Has it ever suggested itself to you, that the whole of the lumber trade is carried on by a peculiar set of the population not connected at all with the agricultural population?—Never.

2122. You do not know that the chief portion of the lumber trade is carried on by Irishmen, and not by settlers?—The great proportion of lumberers are persons who work occasionally in the towns in the summer time, and go out to work to bring in lumber in the winter; and settlers in different parts of the country, who during the time they can do nothing upon their farms go out lumbering or drawing out timber, or supplying the lumberers, &c. with necessaries. Those that live in the new settlements work in the parts of the country the nearest to them; those that live in the towns or the vicinity, go from home, sometimes to Upper Canada.

2123. In order to give employment to the whole agricultural population it is necessary that lumber should come from every point in the country?—So it does come from every point in Lower Canada now; on both sides of the river there are parts at a distance from the river where it cannot come; there must be water communication between the place where the lumber is and the River St. Lawrence.

2124. Therefore you think that the greater proportion of agricultural population derive some immediate benefit from the lumber trade; that is your deliberate opinion?—My opinion is, that a very great proportion of the agricultural population derive benefit from the lumber trade.

2125. That is, they take an immediate part in the business of lumbering?—No; the great majority of them do not take an immediate part in the business of lumbering, but they supply the lumberers and others connected with the trade with the produce of their farm, and get a better price for that, and so derive direct benefit from the trade. They could not have either the same price or the same facility of procuring what they want, without they are able to sell in their immediate neighbourhood.

2126. You presume there is great lumbering going on throughout the country?—Yes; wherever there is water communication to float it down, it is going on more or less.

2127. Have you ever heard it stated that the effect of lumbering upon a man's mind is an immoral effect?—I apprehend not; I never heard it stated that any avocation made a man immoral; there are some avocations that expose a man to greater temptations than others.

2128. Is it not generally known in Canada that the lumberers are a body of men of exceedingly immoral habits?—I should say not; I should say they are like all other men who leave home: when men do leave their homes they are exposed to greater temptations than others; the most moral men are those who live in their families; when they congregate and meet together they get riotous and foolish; but it is utterly impossible a man can be engaged in lumbering any length of time, unless he is a hard-working and trustworthy and generally sober man; it would be impossible for him to continue for any length of time; he would be dangerous to all the rest, and be dismissed.

2129. Is not the lumber trade subject to great vicissitudes?—I do not know of any great vicissitudes, except those arising from the frights we have of the duties being changed in this country.

2130. You are not acquainted with the fact that rafts are sometimes destroyed by storms?—Yes, and sometimes they do not get out in their proper season from

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want of water, and have to lie over a year; but those are accidents to which all trades are liable; I do not conceive that trade is liable to more accidents than others.

2131. Did you ever hear a calculation made, of the whole quantity cut down and prepared for the market, what proportion of that whole quantity was lost upon the average of the year?—No, I cannot say; I know that rafts have been broken loose on Lake St. Peter, and I know they have been broken to pieces lower down; but I cannot tell the proportion of rafts that have been broken to those that have come down whole.

2132. You never heard of any calculation having been made that it amounted to about one-third?—No; I know that accidents do occur; a storm arises and the rafts do get broken up.

2133. You state that the lumber trade is the principal source of employment for the people?—Yes, the principal source of employment for the people, exclusive of agriculture. Agriculture is the principal employment of the people in Lower Canada, and it is precisely because the majority are agriculturists that they want some other employment.

2134. The chief employment of the people is agriculture, and if they have any spare hands they sometimes employ them in lumbering?—Very frequently, and the agriculturists employ themselves in getting out lumber, and all derive a benefit from it, inasmuch as it gives them a market for their produce which they would not have without.

2135. The market for the produce consists of the money laid out on the timber?—No; I speak of the market for the agricultural produce of the country.

2136. Suppose a merchant were possessed of a certain quantity of capital, you say that the agriculturists are benefited by the application of that capital; if that capital were paid to them for any other article than timber, they would derive just as much benefit as they do now?—I am afraid terms are used that I do not comprehend; I can speak as to facts, but as to the opinions and consequences I do not conceive that I am better qualified to decide than the members of the Committee.

2137. You have stated in your evidence, that you do not believe that there would be any other means of employment if that were taken away; suppose the sum of money the capitalist has in capital had been expended in the purchase of corn instead of the purchase of wood?—He could not find corn; Lower Canada could not produce large quantities of corn.

2138. Is not there much land uncultivated?—Yes; and much that will not be cultivated. The average sales of land in Lower Canada, for ready money, during late years, have not exceeded 2 *s.* 3 *d.* per arpent, about four-fifths of an acre.

2139. Do you think that if the capital now engaged in the timber trade were by any arrangement displaced, that capital would in fact be vested in the cultivation of Lower Canada?—It would be destroyed; the capital in saw-mills and lumber establishments would be destroyed.

2140. The chief capital is advanced from England, is it not?—I conceive a great proportion of capital in the Colonies, and even in the United States, comes from England.

2141. That capital which pays for the provisions for the lumberers, and supports them during the time they are engaged in cutting down the timber, is advanced by English merchants, is it not?—Yes; it is advanced by the merchants in Canada, and probably they draw upon their correspondents here.

2142. The Canadian, to whom the advance is made, pays interest for those advances?—Very seldom, as far as my knowledge goes, and frequently not the principal.

2143. Would there not be an inducement for taking up capital in England, for the purpose of cultivating the remaining uncultivated lands of Lower Canada, if the timber trade were destroyed?—Certainly not. There is hardly any part of the country that I have not visited; and I have been concerned during the last 12 years entirely in agricultural pursuits, and I know something about them.

2144. The opinions you have given have been given entirely as a Canadian merchant, have they not?—No; I am no merchant; I am nothing but a farmer, at least I have followed no other employment for the last 12 years.

2145. The opinions you have given have been founded entirely on the interests of Canada?—Certainly.

2146. Do you think the interests of the English consumer of timber and the interests

interests of the Canadian farmer are always identical?—I know very little about the interests of the English consumer, but I know a great deal about the interest of the Canadian farmer; and that the interest of the Canadian farmer is certainly that the trade should remain as it is.

2147. Do you think, as far as your observation has gone, that the native Canadian population have the same feelings with respect to the interests of individuals in the lumber trade as you have?—The native Canadian population do not reason much upon these things, but they all know and perceive that they have a direct interest in the continuance of the trade of the country; at least all those in the lower part of the province. There may be some in the upper part of the province that do not care about it.

2148. The Committee are to infer that you have not heard any decided expression of opinion upon that point adverse to your views?—No; I have heard a decided expression of opinion favourable to those views, on the part of the Canadian population. The whole of the inhabitants in the vicinity of Quebec have frequently expressed to me how unfortunate it would be if the number of shipping coming to Quebec were diminished, if anything should prevent the employment and market they have at present.

2149. Does not a considerable proportion of the timber that comes down the St. Lawrence come from the United States?—Very little. I believe formerly it did, but it cannot come now from the United States. Lumber is uniformly dearer in the American ports than it is in our ports.

2150. Is that any reason why it should not come to your ports?—They will take it to the best market; formerly it used to come from the State of New York. I find the course of that trade is changed with respect to this; that it no longer comes down the St. Lawrence; that the prices are uniformly lower at Quebec than they are at New York, and lower in Quebec than in the ports of Maine.

2151. Does not that difference of price arise from the difficulty of transportation?—There is very little difference; going to the sea or coming to the St. Lawrence is about the same distance, and probably the same expense of transportation.

2152. The price of timber at the shipping ports in Canada consists almost entirely of remuneration to the labourer for bringing the lumber to those ports?—The whole goes in the payment of labour one way or another. The proprietor of the greatest lumber lands is the Crown. Private individuals have very little lumber upon their lands. I have myself had to the extent of 3,000 acres of land, and I never got anything from the timber; I never knew any one get anything, except one or two of the seigneurs.

2153. Then any considerable reduction in the price at the shipping ports would have the effect either of greatly diminishing the wages of labour in that trade, or of stopping the trade altogether?—It would naturally have the effect of diminishing the wages of labour, and of driving the people out of the country, for the people would not stay where they could not get half the wages they do in the United States; they do not get now more than two-thirds the price they get in the United States. From Maine to Maryland they have one-third more wages than they have in Canada at this moment.

2154. Do you find any remarkable difference between the habits and condition of an Irish settler, who has been settled as an agriculturist in the country for five or ten years, and settlers from England or Scotland?—I find that the Irish settlers get on the best; those that come out with nothing but the faculty of labour, in the course of eight or ten years will be more substantial people than those who come out with capital.

2155. The emigrants from Ireland arrive mostly in a state of the utmost poverty, do they not?—No, they do not; they come in good spirits and with good strong arms, and they set to work.

2156. Do they bring any capital with them?—Yes, a very powerful capital in America, which is the power of working; it is the surest capital.

2157. They have no money?—No; they have the opportunity of making money, and they keep it.

2158. You mean that an Irish emigrant, who arrives with nothing but his arms as a capital, after a residence of five or ten years in the country, acquires the means of comfortable subsistence?—Yes. I stated that the Irish settlers are not astonishly well off in the country parts, but in the towns they are; there are 7,000 or 8,000 Irish Catholic inhabitants in Quebec; and if you see them go to church on a Sunday, they are as respectable a congregation as you meet with; no one would

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believe they were the persons who landed at Quebec; they have built a church of their own, and go to it regularly, and many of them are proprietors of houses. As to the country, they have built comfortable churches, where they have their priest, and attend regularly every third Sunday, the priest having other churches to attend.

2159. You do not find any bickerings exist between the Protestant and Catholic population?—There have been in former times, but they have all died away; they have nothing to bicker about.

2160. You state that the people about Quebec the last winter would have been in want but for the timber trade; what was there in the last winter to occasion that?—The season was not very productive, and it was a remarkably severe winter.

2161. Your seasons are severe generally?—Yes, but last season was the most severe we have had a good while; so that it was not till the 1st of May the River St. Lawrence was free from standing ice upon it; people crossed over the River St. Lawrence to the 30th of April. By means of the money they got by bringing in lumber, part of it for ship-building, they were enabled to go to a distance and purchase provisions, hay and such things for their cattle, where they could procure them.

2162. When a severe winter occurs, they would be in want but for the timber trade?—Last year it was remarkable; the farmers about Quebec were bringing in timber for the lumber and ship-building yards. It is generally the new settlers bring in deals and saw-logs from round their settlements; but last year it was the French Canadian inhabitants who were bringing in lumber for the merchants and shipbuilders.

2163. What species of lumber?—Some knees for ships, some large pieces of black or yellow birch for ship-building, and some for saw-logs.

2164. From what part of the country?—From all parts of the country, beginning at the back of Chaleau Richer, and running all the way up to about the back of Pointe aux Trembles.

2165. By what means was that timber transported?—That timber was transported with horses and oxen to the yards about Quebec.

2166. Thirty miles?—Yes; they think nothing of transporting their loads 30 miles on good winter roads, and it is quite common for the people to come a distance of more than 30 miles. I met them coming down in that kind of way with their lumber, from the south shore, because the river was frozen over at Quebec.

2167. Lumbering does not contribute directly to clearing the land?—No, but it precedes the clearing of the land; it is the first step. The lumberers go there and encamp; and as they require provisions, the agricultural settlements approach gradually: when that demand for agricultural produce exists, when they find a lumber establishment up the river, they say, "It is a good thing; I will open a farm here, and sell my produce to those lumberers at the *chautiers* (shautees)," as they call them.

2168. Do you know the settlements which have taken place lately in the townships?—Yes, I passed through the townships last year.

2169. Are they preceded by any of those circumstances you describe?—Yes, in the lower parts; they were preceded by lumbering in Shipton.

2170. In Stanstead?—No.

2171. At Godmanchester?—No; I suspect there must have been lumbering there to precede. But the great distinction between the lower and the upper townships is, that the upper would be settled from the United States, and the lower from Lower Canada; on the side of Lower Canada there has been lumbering.

2172. Do you know anything of the large settlements which have taken place of late in Upper Canada?—No; I have heard there are very numerous and thriving settlements; there has been a great deal done by some means.

2173. Preceded by lumbering?—I cannot say; but by the use of money being circulated, a demand for agricultural produce being created in that part of the country.

2174. In Perth?—Yes; I dare say the accounts in this country will show that.

2175. Do you not know whether Perth was not settled by persons coming out from Scotland in 1816 and 1817?—The establishment of Perth was derived from a military establishment, and the next the canals, the money distributed by this country for the effecting canals; that has been the principal source of the settlement of that country; but the military settlement was the heart of Perth settlement;

settlement; from thence circulated the greatest part of the money, and made it advantageous to cultivate the lands; there would be lumber I have no doubt brought down the Rideau.

2176. If the settlement of Perth were not assisted by a circulation of money arising from lumber, they were still assisted by a circulation of money arising from artificial means?—Precisely so.

2177. With those means people in the country can only be furnished by some trade like lumbering?—Yes; no agricultural establishment can be formed unless there be some external source that enables the agriculturist to derive profit, find a ready market, and supply himself with what his land does not furnish.

2178. Stanstead is the largest township?—Yes.

2179. That was not preceded by anything of this kind?—Yes, it was preceded by lumbering down the Connecticut.

2180. Into what river did that fall?—Into the Lound.

2181. Therefore it must have gone through the United States?—Certainly.

2182. You on your own authority will state that Stanstead was created by a lumbering trade, carried on by the people of Stanstead through the United States?—No; it will require explanation to make things understood: the whole of the establishments on the Connecticut river within the United States were in some way or other connected with lumbering. It was from the Connecticut river people pushed into Stanstead and adjoining townships. I was present when the first road was opening, in the year 1794, from Connecticut river to the Magog country, as they called it.

2183. How is it in the case of Godmanchester?—If they come from the United States, they still have the inducement of lumbering.

2184. They were from Scotland?—Scotch settlers do wander sometimes.

2185. Are the Committee to understand from previous answers, that you do not consider the soil of Lower Canada as calculated for the growth of corn?—No; the soil is good, but the climate is unfavourable for the growth of wheat, which is the sort of grain that they have applied themselves mostly to cultivate in Lower Canada.

2186. Are the Committee to understand, that you consider the preference of emigrants for Upper Canada to be owing entirely to the difference in the quality of the soil?—Not so much upon the quality of the soil as from the climate; we have at least five months' snow on the ground; they cannot be said to have more than two or three, and sometimes less.

2187. Such preference is not owing to the greater difficulties in the settlement in Lower Canada than in Upper Canada?—Lower Canada is easier in many respects, and in consequence of the trade there is a higher price for agricultural produce.

2188. In your opinion, the feudal system of Lower Canada offers no obstacles?—I think the feudal system has been exceedingly favourable to settlement in Lower Canada.

2189. You do not find any jealousy in the native population against the settlement of emigrants in Lower Canada?—There has been latterly, but not formerly; political squabbles have disseminated prejudices among the people, that perhaps there is at present a little jealousy: formerly there used to be none; and there is no division among the industrious inhabitants of the country, whether from the old country, or whether they are native Canadians.

2190. So that practically there is no obstruction to emigrants settling in Lower Canada?—Yes, there is; the language is an obstruction: an emigrant goes out, he cannot work for a man that he cannot communicate with; the natives would employ the native Irish, but they cannot understand them. There is no ill will; they sometimes abuse one another a little, but that is done in every country; there is no ill feeling among the people.

2191. Is it your opinion, that under any considerable diminution in the rate at which timber could be sold at Quebec, arising from any circumstance, the trade could be maintained?—I apprehend not. I said before, the wages of labour being higher in the United States than in Canada, naturally the labourers will go to the United States, where they can get the best wages.

2192. You think that as the cost of the timber consists almost entirely of labour, if that were diminished, and a correspondent reduction of the price of labour take place, the labourer would not engage in that pursuit?—Certainly not; they would go where they could get better wages.

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2193. If the whole of the price consists of labour, how is it there is such a great outcry made about fixed capital in saw-mills, and so on?—We are speaking of the lumberer bringing out to the shipping port; but this is the manufacturer of logs into deals. The fixed capital is the preparations necessary for securing it and shipping it; that is fixed capital.

2194. Then the whole price does not consist of labour?—The whole price of bringing it to the shipping port consists of labour, but the whole price here consists of the remuneration of the merchant, and the remuneration of the shipowner, and so on.

2195. You say that when the log itself is shipped, a great proportion of the price, besides labour, consists in the outlay of buildings, booms, &c. in the coves, all entering into the price of that log?—Yes: the timber log is the produce of labour alone; when it is floated down it is the produce of labour, but of another kind; when it is shipped it is still the produce of labour, but labour in the coves; and there is added to that, the expense of the hauling, dressing and measuring, the rent of the coves, and the commission of the agent or merchant, who has the management of the whole concern.

2196. Then the whole price does not consist of labour?—The whole price, when it comes out to the river, is labour.

2197. That not being fixed capital, is not to be supposed to be destroyed by any thing that would destroy the lumber trade?—No, unless it starved the labourers to death; but they must be driven out of the country; it would be utterly impossible for the people to live without some employment, other than agricultural employment, in that country. We have no manufacturers, and without trade; none but agriculturists, forced to turn hunters for clothing.

2198. You have stated, that it is necessary to exact from the lumberers some small acknowledgment for cutting, to prevent the several parties quarrelling; does the same regulation exist in the United States?—I believe that there is no lumber sold on State lands: there, I believe, they grant large tracts; that they grant the soil, and the owners of the soil get the lumber drawn out, and make a trade of it. When I passed through the State of Maine in April last, there was an amazing agitation upon that subject; in fact, the lumber lands in the State of Maine are selling at 15 *s.* to five dollars, while our waste land just adjoining will not bring half a dollar, they find such advantages in sending direct to the ports of the United States. The Americans have the supply of the whole of the West Indies, and the coast of the Atlantic, in the United States.

2199. Why cannot they take the timber from the lands adjoining to the high-priced American lands you are speaking of, into America, and sell it there?—They might be taken first to the gaol at Quebec; it would be robbery.

2200. Suppose they were proprietors of the land next to this high-priced land, and that the American came and asked to buy it, why cannot that be done?—They do take lumber from the British province into the United States; I do not know that they would like to buy any land in Lower Canada.

2201. Why cannot they buy the timber?—In some places I believe they take it without buying; the division line is the height of the land.

2202. Is there any duty on those passing from one country to the other?—I do not know that there is.

2203. Do you know the reason why it is not transported?—I suppose it is because there are no agricultural settlements on the other side that come up to that part adjoining the American line; it is necessary there should be agricultural settlements near the lumber establishments, for it is from those that the lumber establishments derive their greatest support; if they had to bring their cattle and their fodder and everything a great way, that destroys the benefit of the enterprise.

2204. Why do not they come across the line and buy timber from us, as they buy it from one another?—We have nobody on the line; our settlements do not go up to the line.

2205. Is it not curious that the land on the American side should be 15 *s.*, and one on the other side not 2 *s.*?—It is not half a dollar.

2206. You attribute it to the facility of getting timber on the American land?—I know that it is owing to the high price that they get for their timber.

2207. In order to get timber in the United States, they buy the land; but the Canadians take the timber without buying the land, on a mere nominal payment?—It is a very small payment; it is much higher in New Brunswick and in Upper Canada.

2208. Will not that account for the difference of the price of the land in the two countries?—The difference is, that the prices of lumber are higher in the United States than they are with us.

2209. In order to get the lumber in the United States you must buy the land?—The Americans do not like us very well, they do not want to buy our lands.

2210. The timber on the English side would have to be brought over the crust of the high lands, to be taken to the American side?—Yes; the Americans have come over and are making settlements, with a view to bringing it down to the St. Lawrence, if they can effect it. There has been a company in operation for two years, but it does not appear to succeed; they have a long way to take it.

2211. One reason why timber should not be brought over the American frontier from Canada into America, is, that it grows on the wrong side of the hill?—Yes. I have a paper which was referred to on my last examination, and another referred to to-day, a list of wharfs and stores in Quebec, which are all dependent in some measure upon the lumber business; which I am willing to give in, if the Committee wish to see them.

[*The same were delivered in, and read, as follows:*]

(A.)

List and Valuation of Lumber Establishments and Ship Yards at Quebec, 1835.

NAME OR PLACE.	DESCRIPTION.	VALUE.	PROPRIETOR.	BY WHOM OCCUPIED.	Number of Men Employed.
		£.			
Cap Rouge	Lumber Establishment	3,000	J. Duchesnay	Atkinson, Usborne & Co.	40
New London Cove	Ditto	1,000	Munro	M. B. Farlin	15
Sillery - ditto	Ditto	3,000	The King	Ditto	40
Ditto - ditto	Ditto	2,000	Ditto	W. Sharples & Son	30
Ditto - ditto	Ditto	2,500	Ditto	Pemberton Brothers	35
St. Michael's ditto	Ditto	10,000	Ursuline Nuns	C. Wood & Gray	65
Woodfield Harbour	Ditto	5,000	W. Sheppard	Sheppard & Campbell	35
Usborne's Cove	Ditto	6,000	G. Usborne	Atkinson, Usborne & Co.	40
Wolfe's ditto	Ditto	20,000	A. Gilmour & Co.	A. Gilmour & Co.	150
Petry's Cove	Ditto	2,000	John Fraser	W. Petry	30
Bonner's ditto	Ditto	2,000	Ditto	John Bonner	30
Black's	Ship-building & lumber yard	5,000	Campbell & Black	George Black	150
Munn's	Ditto - ditto	5,000	Munn	J. & J. Jeffrey	20
River St. Charles	Lumber Establishment	2,000	H. Gowen	H. Gowen & Co.	30
Goudie's	Ship-building & lumber yard	4,000	H. J. Caldwell	Sundry Persons	100
Whitney	Ditto - ditto	1,500	The King	Joshua Whitney	20
Munn	Ditto - ditto	4,000	John Munn	John Munn	60
Finch	Ditto - ditto	1,500	Finch	Finch	20
Bell's	Ditto - ditto	4,000	John Bell	John Bell	45
Taylor	Ditto - ditto	4,000	George Taylor	G. Taylor & Son	80
Point Levi	Patent Slip	2,000	Ditto	Ditto	30
St. Charles Cove	Lumber Establishment	1,500	Sampson	Jones, Murray & Co.	10
Patton's Cove	Ditto	2,000	W. Patton & Co.	W. Patton & Co.	40
Hadlow Cove	Ditto	2,500	- - - -	W. Price & Co.	20
New Liverpool	Ditto	10,000	W. Price & Co.	Ditto	60
	£.	105,500			1,195

(B.)

DESCRIPTION OF PROPERTY.	PROPRIETORS.	VALUE.
		£.
Leek's wharf and dwelling-houses	Leek	1,500
Bishop's - ditto - ditto	Bishop Signay	1,500
Young's wharf and ship-yard	Heirs of Young	3,000
Humble's wharf and dwelling-houses	Humble	2,000
Daly's - ditto - ditto	Daly	3,500
Bain's - ditto - ditto	Bain	2,500
O'Brien's ditto - ditto	O'Brien	3,000

(*continued*)

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DESCRIPTION OF PROPERTY.	PROPRIETORS.	VALUE.
		£.
Molson's wharf and dwelling-houses	Molson	5,000
Fraser's - ditto - ditto	Fraser	500
Martin's wharf, stores and dwelling-houses	Martin	3,000
Government wharf	Government	—
Brewery wharf, stores and dwelling-houses	Heirs of Bre Lault	12,000
Jones' wharf and stores	Jones	3,000
Irvine's - ditto - ditto	Gibb & Co. and Leslie	10,000
Custom-house and King's wharf	Government	—
Brunel's wharf and stores	Butian	7,000
Queen's wharf, stores and dwelling-houses	Woolsey	15,000
M'Callum's - - ditto - ditto	M'Callum	12,000
Finlay's - - - ditto - ditto	Gillespies & Co.	12,000
Hunt's - - - ditto - ditto	Hunt	13,000
Gowdie's - - - ditto - ditto	Jones	10,000
Slip in rear of Commercial Chambers	-	4,000
Slip adjoining the same	Atkinson	20,000
Atkinson's wharf, stores and dwelling-houses		
Jones' new wharf and stores	Jones	4,000
Leaycroft's stores	Leaycroft	4,000
Bell's wharf and stores	Bell	3,000
Frasers' stores	Fraser	4,000
India wharf and stores	Forsyth, Walker & Co.	12,000
Butian's stores	Butian	4,000
Burnet's wharf	Burnet	3,000
Heaven's wharf and stores	Fraser & Co.	3,000
Ramsay's wharf and dwelling-houses	Ramsay	1,000
Sampson's wharf and stores	Sampson	3,000
Buddin's - ditto - ditto	Buddin	10,000
Jones' wharf and shed	Jones	300
Dubard's wharf and stores	Buddin	2,500
Quirouet's - ditto - ditto	Quirouet	2,000
Morrison's - ditto - ditto	Morrison	3,000
Tremaine's wharf and dwelling-houses	Tremaine	2,500
Hunter's wharf and stores	Hunter	2,000
Butian's wharf, stores and dwelling-houses	Butian	10,000
Racey's wharf and stores	Racey	12,000
Lambly's dwelling-houses	Lambly	1,000
Eddie's wharf and dwelling-houses	Eddie	2,000
M'Callum's wharf and stores	M'Callum	20,000
Pozer's wharf	Pozer	2,000
Bell's wharf and buildings	Bell	10,000
Market wharfs and property	Corporation	—
Munn's wharf, ship-yard and buildings	Munn	12,000
Gowdie's - ditto - ditto	Caldwell	4,000
	£.	279,800

(C.)

List and Valuation of Saw Mills in Lower Canada, 1835.

SITUATION.	Description.	VALUE.	PROPRIETOR.	Estimated Annual Produce.	Value of Produce.
		£. s. d.		*Deals.*	£. s. d.
Montmorenci -	Saw Mill	20,000 — —	Peter Patterson -	250,000	12,500 — —
Etchmin - -	- ditto -	10,000 — —	Sir John Caldwell } Ditto - - }	300,000	15,000 — —
St. Nicholas -	- ditto -	10,000 — —			
Lotbinavre - -	- ditto -	5,000 — —	G. Joly - -	100,000	5,000 — —
Gentilly - -	- ditto -	1,000 — —	Cushing - -	25,000	1,250 — —
St. Pierre - -	- ditto -	4,000 — —	Dionne - -	80,000	4,000 — —
Ditto - -	- ditto -	1,000 — —	Goin - - -	20,000	1,000 — —
Ditto - -	- ditto -	2,000 — —	Sundry - -	40,000	2,000 — —
Nicolet - -	- ditto -	5,000 — —	{Lemesurier, Tilston & Co. -}	100,000	5,000 — —
Yamaska - -	- ditto -	4,000 — —	Buchanan - -	40,000	2,000 — —
St. Francis -	- ditto -	1,500 — —	Col. Herriott -	20,000	1,000 — —
Ditto - -	- ditto -	2,500 — —	Sundry - -	30,000	1,500 — —
Yamaska - -	- ditto -	1,500 — —	Page - - -	25,000	1,250 — —
Ditto - -	- ditto -	1,000 — —	Bowker - -	10,000	500 — —
St. Cesaire -	- ditto -	1,000 — —	Lemesurier & Co.	12,000	600 — —
Richelieu - -	- ditto -	2,000 — —	S. Hatt - -	30,000	1,500 — —
Ditto - -	- ditto -	2,000 — —	Lemesurier & Co.	40,000	2,000 — —

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SITUATION.	Description.	VALUE. £.	s.	d.	PROPRIETOR.	Estimated Annual Produce.	Value of Produce. £.	s.	d.
						Deals.			
Riviere de Loup	Saw Mill	2,000	–	–	Kimpton	50,000	2,500	–	–
Maskmongé	ditto	4,000	–	–	T. Pothier	100,000	5,000	–	–
St. Morris	ditto	1,000	–	–	Greive	20,000	1,000	–	–
Champlain	ditto	2,000	–	–	James Bell	30,000	1,500	–	–
Batiscan	ditto	2,000	–	–	W. Price & Co.	25,000	1,250	–	–
St. Anne's	ditto	3,000	–	–	P. & D. Burnet	50,000	2,500	–	–
Port Neuf, &c.	ditto	3,000	–	–	Edw. Hale	80,000	4,000	–	–
Cap Santé	ditto	1,000	–	–	G. Alsopp	20,000	1,000	–	–
Metis	ditto	3,000	–	–	W. Price & Co.	60,000	3,000	–	–
Rimouski	ditto	3,000	–	–	Ditto	60,000	3,000	–	–
Riviere de Loup	ditto	5,000	–	–	H. J. Caldwell	80,000	4,000	–	–
St. Vallier	ditto	4,000	–	–	W. Price & Co.	70,000	3,500	–	–
St. Thomas	ditto	3,000	–	–	Ditto	40,000	2,000	–	–
Ditto	ditto	2,500	–	–	J. Oliva	30,000	1,500	–	–
Ottawa	ditto	10,000	–	–	G. Bowman	150,000	7,500	–	–
Ditto	ditto	3,000	–	–	Mears	50,000	2,500	–	–
Ditto Hawkesbury	ditto	20,000	–	–	George Hamilton	300,000	15,000	–	–
	£.	145,000	–	–		2,337,000	116,850	–	–

Besides a number of small mills on the north and south shores of the St. Lawrence, which may produce 200,000 to 300,000 deals.

Martis, 7° die Julii, 1835.

THE RIGHT HON. CHARLES POULETT THOMSON,

IN THE CHAIR.

Henry Bliss, Esq. called in; and Examined.

Henry Bliss, Esq.

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2212. HAVE the goodness to state to the Committee what are your pursuits?—As connected with this subject, I am Legislative Agent for the Province of New Brunswick, together with Mr. Bainbridge, and I am Agent to the Committees of Trade of Quebec and Montreal.

2213. Have you any personal knowledge of the Colony of New Brunswick?—I have a good deal, but I have not been in any of the Colonies since the year 1822; previous to that time I had been there almost all my life.

2214. Were you engaged in any commercial pursuits?—Not at all; I have no connexion with the timber trade, nor ever had personally as regards my own interest.

2215. You have no practical knowledge of the timber trade?—None of its details.

2216. Have your connexions and communications given you general information on the subject of the timber trade?—I think they have; when I was in the Colony I saw a good deal of it passing under my own eyes, and since that I have been in constant correspondence both with private friends and with public bodies upon that subject, and I have given it a good deal of my attention at all times.

2217. Will you inform the Committee what is your own opinion of the importance of the timber trade to the Colonies?—It appears to me to be of the highest importance to the Colonies; to the Colonies on the Continent, certainly of the highest importance; that is my own opinion; and I can also say, that I believe that to be the very general opinion of the Colonists themselves.

2218. You are not of opinion that the Colonists themselves feel any indifference to the manner in which the timber trade may be affected by legislative regulations?—On the contrary, the Colonists feel the highest interest and anxiety in it; there is no other commercial object that engages more of their attention, none on which they place more importance.

2219. Has the Colonial Legislature of New Brunswick ever expressed any opinion upon it?—Constantly; several times; at their last sessions for the last time.

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2220. In what manner did they express it?—In a petition to the King, and I believe also in a petition to both Houses of Parliament.

2221. What was the object of this petition?—The object of the petition was to preserve the existing system, and a scale of duties; and more than that, asking Government to do something to remove or terminate the agitation of the question. While I am on the subject of petitions, I would say, we have also at the present moment petitions from numerous individuals, besides a legislative petition from St. John's, New Brunswick; the former are from the merchants and others engaged in the trade there, addressed to both Houses of Parliament. Those we intend to have presented.

2222. Are you aware whether the legislatures of any other Colonies in British North America have expressed any opinion?—I think, when the question was agitated in 1831, they did almost all petition; I am persuaded they did in Nova Scotia; I think they did in Upper Canada; whether they did in Lower Canada or not, I cannot say.

2223. Can you state positively that the Legislature of Upper Canada expressed any opinion?—I cannot, but I believe they did. I cannot say that they did in Lower Canada, or that they did in Prince Edward's Island; there are political reasons to account for the absence of petitions from Lower Canada. I have a box of petitions from the Province of Lower Canada, which was sent home to me when the question was last agitated; those petitions were never presented because the agitation terminated, and it was not thought advisable by our friends to lay them before Parliament; they were addressed to that Parliament. If they can now be presented, I should think it very desirable; and I mention it here, because I feel there may be reasons of form to prevent their being presented; but those petitions are very numerously signed, not only from Quebec and Montreal, but from the country parts and several parishes.

2224. Do you suppose the purport of those petitions is to prevent the duties on Canadian timber being raised, or to prevent any reduction whatsoever from taking place on the Baltic scale of duties?—I do not believe they are so minute as to enter into the question whether any reduction whatever should take place. I believe they are couched in general terms, that the existing scale of protection may be preserved, or that adequate protection may be continued.

2225. They deprecate the withdrawal of the legislative protection extended to the American Colonies?—Exceedingly; nothing there creates more feeling and more anxiety: perhaps as an instance of that I may add, that when the news of the defeat of the last proposal arrived, it was celebrated with public rejoicings, as much as if an enemy had been defeated; illuminations took place, oxen roasted entire in the streets; those things will show the general interest felt on that question in New Brunswick, where what I now speak to took place.

2226. Can you give the Committee any information as to the extent of fixed capital engaged in pursuits connected with the timber trade in the Colonies?—I can; it is very difficult to arrive at any precise estimate, and my efforts have been only to approach as nearly as I could. After the last contest in 1831, we sent out to our friends in New Brunswick, desiring them to make an accurate estimate of the value of capital erected in saw-mills; they made that in 1831, which I now hold in my hand. It contains an enumeration of every mill in the country, and the name of the owner; the value attached to each mill, and the estimate of the quantity of boards which the mill would saw; the value of the boards or deals when sawn, and the number of men employed in sawing, for every county in the province.

2227. What is the aggregate amount?—The aggregate amount is, that there are in the province of New Brunswick 229 mills, the value of the whole of which is 232,030 *l.*; the number of men employed, 3,798; in the estimate for one county, the persons who made the return have stated that they have put the property at a value less than it actually cost the owners; generally speaking, however, I think the value is quite as high as the present worth of the mills.

2228. Are those men employed in the mills men who are in the timber trade?—They are employed in getting logs for the mill, bringing them to the mill, sawing and getting them down to the port of shipment, exclusively employed in deals, quite apart from the rest of the timber trade.

2229. Where

2229. Where do they bring the logs from?—They bring them from the forests down to the mills.

2230. A considerable distance?—It may be more or less; but they contrive to get their mill as near to the place where they cut the logs as they can.

2231. Can you form any idea of the number of men employed in preparing timber in the log, and other branches?—They have in parts of this estimate added in the margin the value of capital invested in other parts of the timber trade; they generally put it at three times as much as the value engaged in the deal trade; and I should think that the export of deals bears about the proportion of one-third to the exports of all other timber; so that if you multiply the capital in the deal trade by three, you may get in that way the amount of the capital invested in the rest of the timber trade. This estimate says that, "however extensive the mill property in this province may be, it sinks before the still more extensive outlay of capital in our timber trade." In many other places this estimate speaks of a still more extensive capital employed in the other timber trade.

2232. Of what does that capital consist?—It will consist in wharfs and in warehouses, built not for warehousing timber, but for warehousing goods to be exchanged for that timber, and in booms, ponds and small vessels employed in collecting deals, staves, shingles, &c., and conveying supplies.

2233. What proportion of that value is dependent upon the quantity of timber exported to this country, some portion of it being required for home consumption and West India export?—I should think that if the exports to this country ceased altogether, one-half of the deals would cease to be produced. I look upon the internal consumption and the West India trade as about equal to the exports to the United Kingdom; there is an immense internal consumption.

2234. Is it your opinion that the capital engaged in the timber trade in that Colony has increased or otherwise since that period?—I think, from what I have heard, that it has increased one-half since 1831: I arrive at the same conclusion from the statistical returns, for I find that since 1831 the export of deals has nearly doubled. In 1831 there were exported from Quebec 1,877,015 pieces of deals, and also from the Lower Colonies 46,278,334 feet of deals; they measure their feet there merely by superficial measure, not of three-inch, but of one-inch thick: now in 1834 there were exported 2,344,089 pieces of deals, and 92,602,035 feet of deals. I first give my computation of the whole value invested in the deal trade in 1831, and then I would add 50 per cent. for the presumed increase since 1831.

2235. Are those the same quantities, or different quantities of deals?—They are additional quantities from Quebec; the lists give them in pieces, and from the lower ports they give them by feet in inch boards.

2236. You are speaking of the whole of the North American Colonies?—I am.

2237. Can you give the Committee any information with respect to the extent of capital engaged in this trade in any of the other North American Colonies?—I can.

2238. Are you aware whether the men engaged in cutting the timber and preparing the deals, are chiefly inhabitants of New Brunswick, or whether they come from the neighbouring states?—They do not come from the neighbouring states; they are emigrants and native-born Colonists; they cannot come from the neighbouring states, because the price of labour is lower in the Colonies than it is in the neighbouring states; when they did come from thence it was because the converse was the case, that the price of labour was higher in the Colonies than in the neighbouring states; the number, however, that formerly came from the neighbouring states appears to me to have been greatly exaggerated as far as concerns New Brunswick. In New Brunswick, when the greatest number of Americans were employed that ever were employed in the trade, there were many employed, but nothing like one-half.

2239. Do you mean to say there is no influx of labourers into New Brunswick at the period when the timber trade is most active?—When I say none, there may be a few, but nothing to speak of; for example, there may be some who will come, because they can get greater wages from their greater skill in using the axe, but they are very few; and there are some who would come to build ships, ship-carpenters, but very few.

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2240. How long ago have you left New Brunswick?—I have not been in New Brunswick since 1822; there were many more then than now.

2241. You speak of the lumbering trade from information?—Yes.

2242. That has been confirmed by your previous knowledge?—Yes, and that I think very good. I can give the exact number of saw-mills in Lower Canada and in Upper Canada, and in Prince Edward's Island, from official returns. There were in 1831, in Lower Canada, 737 saw-mills; in Upper Canada, 670, but I believe that was in 1832; that I took from Porter's Tables, he gives them as of 1832. In Prince Edward's Island, in 1831, there were 29 saw-mills.

2243. Where do you get the saw-mills from Lower Canada?—From that great statistical return made in 1831 of the whole province, where the whole industry as well as population of the whole province is particularly given; a return made by order of the Government.

2244. Was that presented to Parliament?—I believe it has been. For Nova Scotia, I have no return. I have heard the mills in Nova Scotia estimated at 500, but I have taken them at 300, because their population is much greater than in New Brunswick, and their population is about half the population of Upper Canada.

2245. Should you not take the ratio according to the quantity of deals?—If I had taken it according to the quantity of deals exported, I should take it at less; but the internal consumption of Nova Scotia is much greater, for the population is one-half larger than New Brunswick.

2246. Does Nova Scotia export many deals?—This last year she exported 27,656,970 feet of deals. Upon this principle of computation the whole number of saw-mills in the Northern Colonies, exclusive of Newfoundland, is 1,965; and computing their value, and the men they employ, by the same proportion which was found to belong to the mills in New Brunswick, the sum would be 1,991,426 *l.*, and the number of men employed 32,606.

2247. Can you state the grounds on which you take the average cost of saw-mills throughout the country to be 1,000 *l.*?—I have been governed by this estimate: I have supposed the value elsewhere to bear the same ratio to the number as in New Brunswick. By this estimate the cost of mills appears to vary from 100 *l.* to 15,000 *l.*

2248. What are the grounds upon which you suppose that the mills in Lower Canada and Upper Canada, and in Nova Scotia, are of the same value as the mills in New Brunswick?—That is entire assumption. I assume that as the ground of my calculation. I have computed that as the number of mills was to the value in New Brunswick, so it would be in the other Colonies.

2249. Have you also had reference to the quantity of deals exported?—I cannot exactly say how much comes from Canada, in consequence of their returning them by pieces and not by feet.

2250. There were imported in the year 1833, into this country, 31,000 great hundred of deals and deal ends; what quantity of capital should you estimate it was necessary should be invested in saw-mills to produce that annual export?—It would take some time to give anything like an accurate answer to that; perhaps I could give something as a guide to it; but that would require more computation than I could make now.

2251. Will you prepare an answer to it?—I will endeavour to make some calculation which may approach to that result.

2252. Are any mills in New Brunswick worked by steam?—The first mentioned in that estimate is worked by steam.

2253. Do you know whether any of the mills in Canada are worked by steam?—No, I do not know of any; I believe not, because water power is so much cheaper; they all work by water power if they can.

2254. Have you not reason to believe there are more mills worked by water power in Canada than in New Brunswick?—Certainly, many more.

2255. Is not the expense less of working by water power than by steam?—Yes; I know but of one steam-mill in New Brunswick, that which cost 10,000 *l.*

2256. Will you state your opinion of the effect of the timber trade upon the other produce of the country, on agriculture for instance?—I think the timber trade has been an advantage in encouraging agriculture in New Brunswick, because it has enabled persons employed in that trade to obtain higher prices for agricultural

agricultural produce than they otherwise could have gained. I have known enormous sums given for hay by lumber-men. I have known 10 *l.* a ton given for hay.

2257. How is New Brunswick supplied with provisions?—New Brunswick does not grow corn enough for its own support: none of the northern countries in America do; Maine in the United States, Massachusetts, Rhode Island. I do not believe any of those states in the north grow their own corn for flour; they get it from the southern states. It is more profitable in the northern countries to raise cattle and keep grazing farms.

2258. From whence does New Brunswick receive its supplies of food?—New Brunswick imports flour from Canada and from the United States. The Gulf of St. Lawrence is supplied principally from Canada now, almost exclusively; the Bay of Fundy by flour from the United States; that is, whatever they do import. I imagine the importation of flour into New Brunswick from the United States must be about 30,000 barrels of flour; of which there may be exported again about 10,000. I have been looking for the return, but I cannot lay my hand upon it this morning; but I can give the exact quantity exported into Nova Scotia, which will also show how much their trade with Canada is increasing: in Nova Scotia in 1832, there were imported from the United States 56,507 barrels of flour; from Canada, 6,564 barrels; in 1833, there were imported from the United States 85,752 barrels of flour; and from Canada, 16,000 barrels; Nova Scotia exported that year 33,747 barrels of flour; there remained therefore for their consumption about 70,000 barrels of flour.

2259. Does New Brunswick derive any other supplies from the Canadas or the United States?—A few cattle, but not of much consequence. The whole trade of New Brunswick with the United States is unimportant, compared with the trade to this country. The whole imports into New Brunswick are about 600,000 *l.* a year; there may come from the United States about 80,000 *l.*

2260. Does Nova Scotia derive other provisions from the United States or from Canada?—I think that Nova Scotia gets a little pork from Canada, and I think a little from the United States: they export 1,476 barrels of pork of their own produce.

2261. To what place do they export it?—To Newfoundland and the West Indies.

2262. Can you make the same statement with reference to corn and provisions as to other articles?—Canada exports a great deal of corn.

2263. Which Canada?—Both Upper and Lower Canada.

2264. Does Lower Canada grow corn enough for her own consumption?—I should think Lower Canada did, and more.

2265. Does Upper Canada?—Upper Canada a great deal more.

2266. Have you the amount of the exports?—I have the exports of 1833; the two Canadas exported about 650,000 bushels of wheat.

2267. How much flour?—About 91,000 barrels.

2268. Have you any account of the imports of flour from the United States into Lower Canada?—I have not with me; but I can give it very nearly.

2269. Do those exports of which you have spoken just now comprehend the United States' flour?—No, they are exclusive of Colonial production.

2270. Is not Lower Canada, as well as Upper Canada, in the habit of supplying herself, to a certain degree, with American flour and wheat, and exporting her own produce, on account of the state of the corn laws last year?—Yes, it is done to a certain extent. I have some indication as to the quantity which comes from the United States into Upper and Lower Canada being small. In the returns of the traffic last year through the Welland Canal, about 265,000 bushels of wheat passed through, of which 18,000 British and 22,000 American only went to Montreal. All the rest went to Oswego, for the New York market: but the destination in future will probably depend upon whether the internal communication is improved in those Colonies, and on the state of the market in New York and in the Canadas.

2271. Are cattle or horses employed to a considerable extent for the purposes of draft in the timber trade?—Very much; oxen principally.

2272. That must cause a considerable consumption of agricultural produce, in addition to that consumed by the individuals engaged in the trade?—Very considerable; and it encourages the settlers to go farther into the wood to

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make their farms; for they go near a forest of good timber something in the same manner as they would near a town, where they get a better price for their produce.

2273. The lumberers create a market for agricultural produce?—Yes; they encourage settlers to go back into the wood: that has happened particularly on the Ottawa. Until the lumber trade began on the Ottawa, there was very little planting. The lumber trade began in 1827 or 1828; since that many settlers have gone beyond the line of what were called the Surveyed Townships farther back, and made farms, whose object was to sell their produce to the persons engaged in the wood.

2274. Had you any practical knowledge of agriculture while you were in the North American Colonies?—I was never engaged in agriculture.

2275. Are you aware whether the manner in which wood is cut for the purposes of the timber trade is advantageous or detrimental to the land, if it is to be cleared afterwards?—I have heard that the lopping the boughs and the rubbish left makes it disadvantageous; but I should not apprehend that would be much. If the land is to be cleared, the whole wood must be cut down and burnt. In clearing the lands they fell the wood, and then cut it up into so many lengths, and then roll them together, and set them on fire; so that the whole timber is destroyed. If large timber has been carried away beforehand, of course they are saved the trouble of cutting down that, and cutting it up, and rolling it; and I should apprehend the advantage of getting rid of it, if it is a mere burden, would be greater than of having to pick up the boughs, which are not great; for a tree runs up 100 feet with a few boughs.

2276. Is it not the case, that where a large tree is cut down, there spring up 100 small trees, which are infinitely more difficult to remove?—There is no doubt that small trees would spring up, and the smaller trees get larger; but I do not know that they are more difficult. The stump of a large tree is more difficult to remove than the stumps of many small trees.

2277. Has the clearing of the wood had any effect on the climate?—It has; the climate has been thought to become more moderate.

2278. When they cut down woods for timber, is it a complete clearance, or do they pick and choose?—They cut down only the largest and finest trees, that will yield most for the least labour; the other trees will then expand, and become larger in time.

2279. So that the climate is not sensibly altered by the mere clearing the forests for timber?—I should think that would have very little effect on the climate.

2280. What is the proportion of timber trees cut on an acre?—It would be different in different parts of the country, and different sorts of land; many lands are very finely timbered, and have many trees fit for cutting down; on some the timber has been growing perhaps 150 years.

2281. Is it your opinion that any considerable reduction of the timber trade would affect the agricultural interests in the Colony?—I think it would, indirectly, and that it would affect the prices they get for their produce, and those who remain in the province would have but one pursuit left, to cultivate their own farms; they would all be sellers and none buyers: in a new country like Canada, it is a great advantage to introduce an employment which will divert a certain portion of the population from agriculture, for it gives a better market, and removes competition.

2282. Do you conceive, in such a case, the corn trade would succeed the timber trade, so as to enable the inhabitants to buy foreign articles with the produce of their farms?—Far from it; the corn and the timber do not come from the same parts; the timber comes principally from those parts near the river Ottawa, and that is not at all a corn country, and I doubt whether in the northern part corn to any extent will ever be produced.

2283. You think if the foreign timber trade were extinguished, the inhabitants of those Colonies would be deprived of the only means of importing colonial and foreign productions?—I do; I think in the Colony of New Brunswick the greater part, and some part of Nova Scotia would not have been planted but for the timber trade, certainly these provinces would not have the population they now have; and I believe, were the timber trade with the United Kingdom destroyed, many Colonists must leave the country.

2284. What proportion does the timber trade form of the whole trade of

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New Brunswick?—It forms, of the whole trade of New Brunswick, about five-sixths; of the whole trade of Lower Canada, that is Lower and Upper Canada down the St. Lawrence, about one-half; of Nova Scotia, about one-fourth; Prince Edward's Island, about one-fourth also; and Newfoundland, nothing.

2285. Can you form any estimate of the value to the shipping ports of the Colonies of the whole aggregate quantity of timber exported?—I can, as it is given in the official paper, Porter's Tables; it amounts to about one million, that is to say, it amounted to 966,150 *l.* in the year 1832; since that it has increased, and I should think that estimate low.

2286. How is the estimate made?—It is given in the official returns, published by Government, Porter's Tables.

2287. From what materials?—I cannot say; I took it from the Parliamentary Returns; but I have made an estimate myself for the year 1831, by getting information of the value of each article where it was shipped, and I made out, I think, between 900,000 *l.* and 1,000,000 *l.* in the year 1831; that is the value of all articles of wood, the whole timber trade at the port of shipment in the Colonies.

2288. Did you make your calculation free on board the ship?—No; taking the prices at the port, independent of the shipment, so I understand it; the value they get for the wood when they bring it down to the merchant.

2289. What is the total value of the import in all those Colonies?—The imports into all the Colonies in 1832 were 3,526,773 *l.*

2290. Was that the value of the imports taken out for Colonial consumption in the Colonies?—Almost altogether; the only thing that could be transhipped and sent out again would be some of the imports from the United States, the whole of which are put down at 386,081 *l.* I should think that a large estimate; a part of these no doubt were sent to the West Indies; all the rest of the imports I should say were consumed in the Colony, with the exception of the South Sea fisheries, 19,328 *l.*, which would be sent, of course, to this country.

2291. Have you an account of the imports for a series of years?—I could get 1830, 1831, 1832 and 1833; they were about the same.

2292. Not increasing?—Yes, increasing, certainly, but I cannot say how much; it appears to me that the imports here are higher than they were in 1830 and 1831 considerably.

2293. Have you any account of the exports?—I have; both quantities and value. I can give the values: in 1832, the whole exports were 2,476,361 *l.*, so that the value of the timber would be considerably more than one-third of the whole exports.

2294. What proportion does the cost of conveyance and freight of timber from the Colonies to this country bear to its cost at the port of shipment?—The cost at the port of shipment, I should say for yellow pine, is from 18 *s.* to 20 *s.*; red pine perhaps 23 *s.* or 25 *s.* the price of freight here would upon an average be I think 35 *s.*

2295. About 50 per cent. more than its first cost?—Yes.

2296. Is not a considerable quantity of timber imported into this country from the British Colonies brought home in Colonial ships, and the freight received on Colonial account?—There is a good deal; the Colonists have, I think, about 200,000 tons of shipping; there may be employed in the timber trade to the United Kingdom perhaps 50,000 tons, but not more than 50,000 tons at the outside.

2297. In measuring the capability of purchase of British produce and manufactures arising from the timber trade, should you not add to the value of the timber exported the amount of freight received by the Colonists?—Certainly; that adds to the importance of the trade to them, for those ships were built principally for that employment, and I do not know what other they could find.

2298. Are not a considerable number of ships built in the Colonies, and sent home here for sale?—They are.

2299. Is the value of those ships considered in the amount of exports from the Colonies?—It is not here, I think, but I am not sure that the amount stated does not include it.

2300. Could these ships be sent home here as a remittance, if they could not be loaded with timber?—I think not.

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2301. Should not that also be added as another capability of the timber trade, the amount for the purchase by the Colonists of produce and manufactured articles?—Certainly; if the timber trade were to cease, their building ships for the exports to this country must cease with it.

2302. Are not the fisheries carried on to a considerable extent on the coast of the North American Colonies?—There is a very considerable fishery on the coast of Nova Scotia, and also in New Brunswick; they get their salt for that fishery by the return of the timber ships; for timber ships, they get it from Liverpool for so reasonable a price, that it is of great assistance to them in carrying on the fishery. I do not know whether they could carry it on without, certainly not to the same extent, without that advantage.

2303. Do you know what freight is paid for the salt?—I imagine it goes for ballast.

2304. Could the Colonies derive their supply of salt without the payment of freight, unless there were the opportunities of getting a return by timber?—They could not; and not only they could not derive their supply of salt without the payment of freight, but I believe they would not get it all from this country; they will probably get it from Lisbon or the West Indies.

2305. Do you know the fact that a considerable part of the salt sent to Newfoundland for the supply of the fisheries of that Colony is taken out from Liverpool at little or no freight, in consequence of vessels proceeding out to Canada and New Brunswick, in ballast for timber?—I am not aware of that fact. Newfoundland, I know, is supplied partly from Liverpool and partly from Lisbon.

2306. Do you know what is the quantity of salt imported into the Colonies?—I cannot say how much it is, but it is very considerable. I believe that was one thing mentioned in the petition from Nova Scotia, against the alteration of the timber duties, for that was mentioned as one of the minor interests they had.

2307. Are there 30 ships in the year laden with salt, or 40?—I should think not.

2308. Are you aware that any ships take coals from the north of England to Lisbon, and from thence load salt to the Colony of Newfoundland, and thence proceed to the timber Colonies for timber?—I am not aware of that fact; but the amount of 30 ships would not go loaded with salt but for the timber trade; there would not be tonnage to the amount of more than two or three ships to each port from Liverpool, but for that trade. The outward freights would not require much more but for the salt.

2309. Is there any other injurious effect that would be produced upon the fisheries by the cessation or a general diminution of the timber trade in the Colonies?—They would suffer from a general depreciation of all property, for all property in the country would be depreciated I think 50 per cent. if the timber trade in the United Kingdom were to cease, and if diminished, would be depreciated in proportion.

2310. Are you acquainted with the effect of the North American timber trade upon the question of emigration?—The timber ships afford great facilities to emigrants, because they sail from so many ports, and because they carry out emigrants so cheaply; and also because on their arrival the timber trade gives them so many advantages in employing them in piling and moving deals, and other employment indirectly, by taking off other persons from places which emigrants who come out may supply.

2311. Would not half the number of ships be sufficient for the emigrants, and at the same expense?—It would be sufficient, but not so convenient; they would not go from so many ports, or carry them so cheaply.

2312. If you put an English agricultural labourer on land, would he be profitably employed in cutting wood?—The first thing he should learn in going to that country is the use of the axe and the felling wood; he never can do much without being able to use the axe.

2313. Is not that a thing learned only by considerable experience?—It requires some practice, and, to use it skilfully, experience; but it may be used serviceably without any great art.

2314. Is not there a great deal of labour required, in the production of timber for the market, in which no skill is required?—A vast deal in preparing the log in the woods, in rafting in teams, in dragging the timber, in removing the rubbish, in doing many things, a man may be very useful, independent of the use

use of the axe; a good deal of practice only can give a thorough knowledge of the use of the axe, but that is necessary only for the squaring of timber.

2315. In the colony of New Brunswick, does the timber trade afford immediate means of employment for the emigrants on their first landing?—It does immediately afford employment for them upon their first landing; directly, as I have already stated, in a variety of operations in the timber trade, and also indirectly.

2316. Could the state of agriculture insure with equal facility a demand for that labour?—On the contrary, it could not; they might in Upper Canada, but in New Brunswick they not only could not engage the emigrants who come out, but they could not employ the population already there.

2317. Do the lumberers employ the agricultural population in the provinces at those periods when, from the severity of the climate, the agricultural pursuits are suspended?—The winter sets in about the 10th of November, it ends with about the beginning of May; during all that time the farmers may be very usefully engaged in the woods, very generally—I was going to say almost universally—in preparing logs, for the deals, and doing minor matters, but in the great operation of getting square timber occasionally, as the forest may be near their farm, or they may happen to have, which is not unfrequently the case, timber for that purpose on their own land.

2318. The lumberers engage from time to time the agricultural labourers at that season of the year who may be in the immediate locality in which they carry on their operations?—They do; and not only in this manner, which may be only occasionally, but in another way, in drawing the timber out of the wood to the border of of the river.

2319. Do you happen to be aware that the timber trade, or lumbering, as it is generally called, has been considered to produce a very demoralizing effect upon the habits of the individuals who are engaged in it?—It has been so stated; but I do not think it has greatly any tendency that way more than any other employment, and certainly not more than any other employment that brings people of that class together. I am sorry to say in the Colonies there is a great tendency to the use of ardent spirits. Temperance societies have done much to diminish that use, and will probably do more; but I do not think that is of any importance in the trade, not even in a moral point of view. I think the tendency is so slight it is of very little consideration.

2320. Are the persons engaged in that trade in fact a more immoral class of persons than the other portion of the population of the Colonies?—I do not think they are; I think they are more moral than the labourers in towns.

2321. Have you had personal opportunities of seeing the lumberers in that country?—I have.

2322. In New Brunswick?—Yes.

2323. When was that?—Not since 1822; but I have learned that they are rather improved since that time than otherwise from the influence of temperance societies.

2324. When had you an opportunity of observing it in the town of St. John's or the country?—I have seen them in the country. I have never been in the camp of a woodman; but I have seen them when the timber is brought out; I have seen them on the rafts, and seen them at the most tempting period, when they received their money, or rather their goods, for they are paid almost altogether in goods from this country by merchants.

2325. Had you ever the curiosity during your residence in that country to observe the habits of any of those lumberers, whether they made money and accumulated it?—Yes; I know a good many persons who certainly made money, and a good many persons who also lost it by the reverses which have taken place after I left the country; the reverses of 1825 ruined a great many persons who embarked in the trade; there was then great distress; but I have known quite as much distress result from other causes to other occupations.

2326. You are speaking of lumberers now?—Yes, as well as the timber merchant, for he is affected by the failure of his merchant.

2327. Where did you generally reside?—Frederickton, on the River St. John's, about 100 miles in the interior, from the mouth of the river. I have also resided at St. John's and at Halifax in Nova Scotia, and in the country of Nova Scotia; but my principal knowledge of the timber trade has been derived from

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residence in New Brunswick, and travelling in the country, to Miramichi and other parts.

2328. Were you engaged in a legal capacity?—I was.

2329. Supposing the effect of alteration in the Baltic trade should be to reduce the price of Canadian timber 30 per cent., to what extent should you conceive that the trade would be diminished?—If the Colonists could only get 30 per cent. less for the timber than they get now in the shipping ports, for I think the loss last time fell on a different class; the shipowners bore it last time.

2330. What would be the result you would draw from that?—If the shipowner will bear it again the trade will go on; if he does not, I do not think there can be any great deduction in the cost of getting the timber at present. I fear the timber trade would stop.

2331. Are you aware of the relative prices of labour in the British Colonies and the Northern States of the Union?—The price of labour is lower in the Colonies owing to emigration, considerably lower.

2332. If the price of labour should be reduced by the diminution of the protection afforded to the Colonial timber, do you imagine the labourers would remain at the reduced rate of labour, or would they emigrate?—They would leave the country.

2333. In the part of the United States adjacent to the Colony of New Brunswick, do you find the price of labour is very low where they do not participate in the right of exporting timber to this country?—I cannot exactly say what the price is; but I know the prices generally of labour in the United States are not lower than in the Colonies.

2334. Are you aware whether the parts of the Union immediately adjoining the Colony of New Brunswick have been flourishing, and whether the population has increased?—The population has increased, but not to the extent of New Brunswick; that part of the States is flourishing, but not to the extent New Brunswick is. The States of Maine and New Hampshire are the two adjoining States to New Brunswick and Nova Scotia; they contain a population of 668,495 souls; New Brunswick and Nova Scotia contain 325,000 souls; the import into the States of Maine and New Hampshire is 146,569 *l.*, the imports into New Brunswick and Nova Scotia 1,964,072 *l.*; the exports from Maine and New Hampshire 159,728 *l.*, the exports from New Brunswick and Nova Scotia 1,204,748 *l.*

2335. Are you not aware there is a large smuggling trade carried on along the British frontier into the United States in consequence of the high duties that are imposed on British manufactures?—There is smuggling done in cottons and woollens on account of the high duties, but I think to no great amount.

2336. What port is there in New Hampshire?—Portsmouth.

2337. What class of vessels is that capable of receiving?—Ships of the line.

2338. Is it not necessary that there should take place a considerable export of some kind or other to New Brunswick, in order to meet the charges of the military and civil force there consigned by this country?—There would be something. I apprehend that the troops in New Brunswick do not amount to more than 400 or 500, perhaps 600: what their expenditure may be, I do not know; but the exports from this country to supply them can be only clothing, that I am aware of, for they get their provisions there.

2339. Have you any opportunities of knowing to what extent the smuggling goes on across the frontier?—No personal opportunity; only information. The best opinion I can give is from information; from attending a good deal to it.

2340. In what way have you attended to it?—In the first place, I read Colonial newspapers and American newspapers; the returns of the American custom-house officers and others; I converse with persons who do business in the country, and who give me the best information they can.

2341. Have you correspondents?—Yes, I have correspondents.

2342. And, as agent, you receive instructions?—Yes, and my instructions are most urgent and pressing, to omit nothing to impress, if I possibly can, the importance of the timber trade on all public men.

2343. Do you mean to say the instructions convey to you information of the exact extent to which the smuggling trade is carried on?—Certainly not.

2344. This

2344. This is a thing which must necessarily require concealment?—Yes, it is done secretly on one side: there would be no great secrecy on the other.

2345. Do you imagine the exports must have been considerably greater in consequence of its being immediately adjoining on a foreign country, which imposes considerable duties on British manufactures?—I do not; and I will state why. The boundary, until you get up to near the lakes, is almost a forest, a wilderness: there is no great population to be benefited by the smuggling. That will apply to the River St. Croix till you get up to the great lakes. It will apply pretty generally till you come to Lake Champlain and St. John's: there goods may go by water, but else they must be carried through the forest, and carried into a country with a very scanty population. When you get far into the interior country, the price of conveyance of manufactures is so much cheaper by New York, up their canal, that I do not think the difference of duty is so much greater as to encourage any great smuggling.

2346. May not a great deal be carried by coasters?—Something may be done by coasters, certainly; but that would not appear in our custom-house returns. The goods would be cleared out as for the United States. I will show what our returns give.

2347. Have you the means of specifying the amount exported from each of the provinces?—I have from all collectively. In 1832 the amount of all exports from the Colonies to the United States was 129,278*l.*

2348. Has the number of emigrants from this country to New Brunswick increased of late years?—To New Brunswick there are about 6,000 a year. I do not think it has increased; but that question I cannot answer very correctly.

2349. Will any injury to the timber trade act as a check on emigration from this country?—I think a serious one.

2350. Are you aware that there is an import of American manufactures into some parts of the North American Colonies?—There is.

2351. A legal import?—Yes.

2352. Have you any doubt that they smuggle a good deal into the Island of Newfoundland?—There they smuggle in, I believe, a good deal, and they smuggle too into Upper Canada; they may perhaps smuggle cottons considerably. When I say considerably, I mean that there is a considerable temptation to smuggling in the low cottons of the American States.

2353. Is the amount smuggled into the North American Colonies equivalent to that smuggled the other way?—I should think very nearly.

2354. Have you been instructed to make any objections to the scale of duties on Canadian timber, in relation to the trade in each description of article?—I have not been instructed to make any representations with respect to the relative proportion of duties on timber and deals. We are exceedingly well satisfied with the present proportion, and deprecate any alteration which would impose a duty on deals according to the cubic measure. The deal trade has now become of great importance to us.

2355. In the table delivered in, it is not stated what the second column means?—They are feet superficial or running feet.

2356. You stated that this valuation was taken on actual survey?—Yes.

2357. Who made the survey?—The names are attached to each county.

2358. Who are the parties who made the survey?—Some of them were persons with whom I had personal acquaintance.

2359. What check is there upon the accuracy of them; are those parties themselves all interested in the timber question?—Probably all of them.

2360. Are the persons who have made this survey actually proprietors of saw-mills themselves?—Very probably they are.

2361. How do you account for the average of the cost of a saw-mill in New Brunswick being about 1,000*l.*, and it being represented to this Committee that the average cost of a mill in Norway is 40*l.*?—I imagine one reason of the difference would probably be this, that in that estimate they have taken into consideration the water-power; for that would be of no use but for its turning the saw-mill.

2362. What do you mean that they have taken into the account?—The advantage of that water-power; that is, not the mere construction of the mill.

2363. What proportion does the value of the water-power bear to the cost of constructing the mill?—That water-power has been purchased probably for

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the purpose, and I conceive is as much capital invested as that laid out for the erection of the mill itself; as to the proportion it bears, I do not know, but I should think to be fair, and on the outside one half; that is to say, I should think the bare erection of the mill, and the improvements necessary for it, putting aside the water privilege, and the dam, and the sluice, (for in some places they have erected sluices, and created an artificial power,) the erection would not be above one half.

2364. The ground on which the mill is erected is included?—I dare say it is.

2365. Do you suppose the dwelling-house is included?—No, unless it is part of the erection.

2366. Are you aware that the saw-mills in Norway are all the property of the Crown?—I have heard that the Crown has some control over them.

2367. How many saws do these mills usually employ?—Some of them have a great many.

2368. From what number to what number?—I should say from one to 50, perhaps more. There is one mill which saws 12,000 feet a day; that must have a great many.

2369. How many deals would that be?—Suppose they are 12 feet, it will be 330, but I am not very ready at computations at present.

2370. The numbers in the second column mean superficial feet, an inch thick?—Yes.

2371. Is there any export of deals from New Brunswick to the ports in the United States?—I believe some, but inconsiderable; the duty in the United States is 25 per cent.

2372. Is there any export of shingles?—I should think none to the United States; they go to the West Indies. The export of those to the United States must be very inconsiderable.

2373. Has there been any export of timber in the log, pitch pine for instance, to Halifax, for the purpose of being re-exported to this country?—There has.

2374. To what extent has that gone?—I cannot say exactly to what extent, but I have heard of one cargo, and there may have been more, but I know of only one.

2375. Is there any small red pine timber imported into this country from Miramichi, the produce of the United States?—Conceive the journey it must have taken to get to Miramichi; it must have passed over rivers, mountains and forests, if it goes by land; if by sea, it must have been carried round Nova Scotia, through the Gut of Causo into the Gulf of St. Lawrence. What advantage or purpose could have directed such a voyage I cannot imagine; however, a small import into New Brunswick by inland navigation by another river may have taken place, by the St. Croix; the River St. Croix divides New Brunswick from the United States; and all the American timber cut on the River St. Croix I should say is brought into New Brunswick and shipped there.

2376. What is the shipping port?—St. Andrews, but I imagine that all is not much; there is not much square timber, and not a great many deals; we have plenty of deals of our own, though some undoubtedly come. I have seen an estimate lately taken from a report made to Congress of the whole quantity of square timber exported from the United States in the year 1831, and they state it at 32,335 tons, of which quantity went to the British North American Colonies 29,967 tons.

2377. What proportion does the ton bear to the load?—It is much about the same thing, so that it is but a small amount which is brought in.

2378. Would timber cut on the banks of the River St. Croix arrive as American or Colonial timber?—As Colonial.

2379. Are you aware of any English laws affecting the commerce of the British Colonies unfavourably?—All the British manufactures are under protecting duties in the northern Colonies, varying from 7½ to 30 per cent.

2380. Explain that a little more?—The Colonies are prohibited from trading under that penalty or protection given to British manufactures against the manufactures of any other country introduced into the Colonies.

2381. Is that by Colonial law or Act of Parliament?—By Act of Parliament; the laws of trade are enacted by the Imperial Parliament, with which the Colonies have nothing to do but to obey, which they cheerfully do.

2382. They may have been left in bond here and re-exported?—Which is another way of protection, because there are certain articles of foreign production free

free of duty if imported from the warehouses in Great Britain, and encumbered with the duty of 7½ to 30 per cent. if they come from foreign countries; the whole tendency of the laws of trade is to confine Colonial commerce to the United Kingdom.

2383. You consider the protection given to the importation into this country of Colonial over foreign produce but an equivalent for the restriction imposed for the protection of British interests on the commerce of the Colonies?—Certainly I do, and I believe it is so considered in the Colonies; there is a strong feeling that it is part of the same system, and that whatever advantage they derive from it is in the timber trade; except timber, they have scarcely any exports to the United Kingdom. Imagine that Great Britain were to refuse to take their timber, their situation would be very hard; they are far from Great Britain, but belong to her; they are near the United States, but they belong to Great Britain; the United States refuse to trade with them because she belongs to Great Britain, and if Great Britain refuse to trade with them because they are so near the United States, or so far from her, their situation will be most deplorable.

2384. Is the Committee to understand that the Canadians would agree to a free trade in timber, provided a free trade in all other articles were allowed to them?—The Canadians are all attached to the present Colonial system, they require nothing better than to exchange labour with their brethren in the United Kingdom, to send them wood, ashes and oil, and to have from them cottons and woollens, and all other fabrics; they prefer this to free trade, but if they are to be deprived of this, they would be very unwilling I think to submit to the other, to lose the advantage and retain the burthen.

2385. Would not you conceive, that independently of any views of commercial policy, it was exceedingly unjust to repeal the protection that the colonist may require against foreign competition in the home market, without at the same time giving them full scope to supply themselves with such things as they may require for their own internal consumption, wherever they could get them cheapest?—I think that would be felt as a very great hardship; they have wood, they have fish, they have corn and mines, there is a great commercial people near them, but they will not trade with them; they tax their coals, their wood and their flour and their fish so much, that the Colonies have scarcely any export thither in those articles; they cannot trade with the United States, and that because they belong to Great Britain.

2386. At what do you estimate the protection given to British manufactures?—It varies from 7 ½ to 30 per cent.

2387. What do you call the shipping price of the principal export of New Brunswick, namely of the yellow pine timber?—About 20 *s.*

2388. The protection given in respect of duty to American timber is 45 *s.*, is it not?—It is.

2389. That is 225 per cent., is it not?—As it is computed in the questions now put, certainly.

2390. You think that 225 per cent. protection upon Colonial timber is only a fair equivalent for the 7 ½ to 30 per cent. protection upon British manufactures?—I do.

2391. Will you explain how you arrive at that conclusion?—I will, most cheerfully: I conceive that neither 30 per cent. nor 225 per cent. is of any value in the present case, as far as numbers are concerned, for there is no magic in 30 or 225, but that the object is to get an adequate protection, such a protection as will ensure the two countries dealing with each other whenever it requires 30; Parliament have made it 30 when they thought 7 ½ enough; it is 7 ½; the difference between 7 ½ and 30, is scarcely less unreasonable in any other view, than the difference between 30 and 225; next I conceive the *ad valorem* duty ought to be computed in this manner, add first the difference of freight, which is really the protection of the shipowner, and necessary to bring us into the market, give us that duty to put us on an equal footing, that would be 25 *s.* a ton.

2392. Then your protection would be 125 per cent.?—I take an entirely different view; I am going to compute the duty by a different rule, then I will answer the question directly, if my view does not supersede the necessity for answering it; I say we have first a difference of duty equal to the difference of freight, then if you take 30 per cent. upon the present selling price

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of Baltic timber, we have just a protecting duty of 2 *l.* 15 *s.*; the selling price of Baltic timber is 5 *l.*, so that with the difference of freight there is a protection of just 30 per cent.; but I attach little value to that argument, because I think this charge is better to be defended on the ground that what is required in justice to both parties is an adequate protection.

2393. Do you think if 500 per cent. were necessary to give an adequate protection, namely, that which would force this country to be consumers of American timber, this country would be bound to give protection to that extent?—I do not know that there is not an extreme to which we should not be bound to go; but whenever that extreme arises, I think this country should be fair, and say, we cannot trade with you; take care of yourselves, and trade how you can. I think it would be very unfair to say, because 30 per cent. happens to protect our manufactures with the Colonies, 30 per cent. shall be imposed, and if 30 per cent. will not protect Colonial productions, we cannot protect you, we will impose no higher duty.

2394. Do you think, if there were no discriminating duties upon those foreign and British manufactures imported into the North American Colonies, that would materially alter the course of trade?—They would get a great many of their supplies from the United States, if the United States would deal with them.

2395. In what articles do you apprehend there would be an alteration?—All the cheap cottons would come from the United States, manufactures of glass, leather, furniture, paper, and some others, would come from the United States. I am not sure whether some coarse woollens would not come; I think, generally speaking, coarse goods would come from the United States.

2396. You state there is a smuggling trade to some extent in those articles?—There is; there would be another effect of doing away with the protection of the Colonies, which would be, to compel them to manufacture for themselves. The cotton of the western countries in America will come down the St. Lawrence by-and-by; if the water power, with which the Canadas abound, cannot be used for any other purpose, it will be used for cotton mills; they must make shift, and make the things they now get from this country. Canada and Nova Scotia appear to have facilities for manufactures which are very great, in their water power and coal mines.

2397. Does not the long length of winter suspend the water power very much?—It does, in many places.

2398. Is not the view you take of the protection which you consider the Colonies entitled to from the mother-country, as a part of the British empire, precisely the same with the view the Legislature acts upon in their protection of the landed interests of this country against the grower of foreign corn?—I think it is.

2399. And in the protection given to the West India sugar grower against the sugar producers in Brazil or in Cuba?—The same.

2400. And to distillers in this country against the importation of Hollands and of brandy?—All the same.

2401. Does not the duty upon those several articles, and does not the scale of ascending and descending duties in the case of the corn trade, proceed upon the obvious principle that as long as protection to British industry and British capital is part of the system of trade in this country, that protection must vary according to the peculiarities of the different articles on which the trade is carried on?—I think so, certainly.

2402. Can you state what the duty on French brandy is, as compared with the first cost?—I know that it is very great; I cannot state the exact amount. The protection of our manufactures in the Colonies is effectual; they get nothing but from Great Britain.

2403. Newfoundland is supplied in part from America, is it not?—Not with manufactures.

2404. What would be, in your opinion, the effect upon the interests of the Colonies, and the addition of 10 *s.* to the duty now chargeable on Colonial timber?—I think the effect would be very injurious to the Colonial trade; indeed the only thing which can mitigate it, in my opinion, is either that it should be borne by the shipowners, which I understand they are very unwilling to endure, or which would perhaps be the result, that the price of timber should

should be raised to the same amount, and the whole borne by the revenue. Unless this takes place it would be a great calamity to the Colonies.

2405. Would not that excite great discontent in the Colonies?—Very great; it would be felt as a hardship in the Colonies.

2406. Is there not at the present time great discontent prevailing?—Not only much on other grounds, but some also with regard to the commercial laws of trade; complaints are heard in the Legislature of Upper Canada that they are bound to deal almost exclusively with this country under the protecting duties, which are by no means equally efficient to induce this country to deal with them. The Colonies have nothing in the world to send here of any great amount but the timber; if that were taken away they would say they had nothing at all, for the protection on corn is not sufficient to induce them or enable them to send it here to any extent.

2407. What is the date of the present system which regulates the trade with the British Colonies?—It is as old as the Colonial empire of Great Britain.

2408. It has been greatly modified?—Yes, it has.

2409. Are you not aware, that previous to 1806 the importation of timber into this country was comparatively nothing?—I am perfectly aware of it, and it is worth while to see how the Colonies languished till the trade began. From the year 1792 to the year 1802, the trade of that country with the United Kingdom increased only about 200,000 *l.*, from 1802 to 1809 it diminished by 300,000 *l.*; that was before the timber trade began. Never were Colonies more depressed than they were at that moment; they were prohibited from trading with the whole world. Their imports from the United Kingdom on the average of 1806, 1807 and 1808, three years before the timber trade, were 1,045,615 *l.* official value; the average of 1810, 1811 and 1812, the three years after the timber trade was introduced, the imports increased to 1,834,120 *l.* In 1830, which is the last year of the official values I have got, they amount to 2,530,944 *l.*, so that from 1792 to 1809 you have their trade with this country declining during a period of 17 years, and since that a very great and rapid increase.

2410. What, besides ashes and wood, do you think the British North American Colonies will ever be able to pay to this country for the enormous amount this country has sacrificed by forcing the import of American instead of Baltic timber?—I cannot answer that question without denying that this country has ever sacrificed anything by this trade; on the contrary, I think this country has gained enormously by it.

2411. In what shape?—First, with regard to everything she has paid to the Colonies for timber; all that is so much saved to the common wealth of the whole empire; for unless the Colonists are regarded as part of the mother-country and her subjects, they are treated very unfairly; they are to be considered I conceive as annexed to this country, as part of the empire, so that everything paid for their timber, instead of being paid to foreigners, is kept back and retained, and forms part of the common stock of the country.

2412. How so?—Because it has all been paid either to the shipowner or to the Canadian colonist, whose life and fortune is ready to be staked for the mother-country; the Colonies are as much attached to her, and part of her, as any one of her own counties. Unless I argue upon that principle, I must own that whatever has been paid for the Colonial timber in prime cost over the prime cost of Baltic, has been lost; unless the Colonies belong to the mother-country, it has been a loss, but still even then this country has saved the freight, and gained in her revenue about 1,200,000*l.* a year, because, had that timber been bought in the Baltic, most of the freight would have been paid to foreign shipowners, and that revenue could not have been raised out of the existing prices of wood, had not the competition of the Colonies forced the foreign producer to sell his timber now as cheap as he did before, when he had the whole price and it paid no revenue. Both the revenue and freight must of course have gone to foreigners, if we had not had the Colonies.

2413. Did you ever see a work published which assumes to show that an annual loss of 1,300,000*l.* is sustained by this country from the operation of the differential duties?—I have seen it, and never saw a more singular abuse of statistics. As far as concerns the Colonial trade, it purports to show a loss that has accrued by money not being paid: it really shows the gain which has been derived from the monies remaining in the pockets of those who otherwise

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would have paid it. As far as concerns the Baltic trade, the statement is built on the pure assumption that timber might have been brought from the north of Europe to the same extent and at the same price, which is altogether gratuitous.

Veneris, 10° *die Julii*, 1835.

THE RIGHT HON. CHARLES POULETT THOMSON,

IN THE CHAIR.

Mr. *Samuel Revans*, called in; and Examined.

Mr. *Samuel Revans.*
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2414. HAVE you resided in the North American Colonies?—I have resided some portion of every year since 1825 in the Canadas.

2415. Were you engaged in business there?—I went to a house in Quebec as clerk in 1825.

2416. Was that house engaged in the timber trade?—To a very limited extent.

2417. Have you had opportunities, during your residence in the Colonies, of observing the state of the timber trade?—I have.

2418. Have you been employed since 1825 in that business?—I may say I have never been employed in the timber trade; the house I was in was never engaged in it but to a very limited degree.

2419. You have since that time resided a good deal in the Colonies, and had opportunities of knowing the effect of the timber trade?—I have.

2420. What opportunities were those?—All such as are afforded by a desire to obtain, and the possession of the best means to acquire, knowledge. While in Canada I took great interest in the timber trade question, which led me to examine it minutely, and think over it in all its relations; and I came to the conclusion that it produced almost unmixed evil to the Colony.

2421. Have you made statistical tables?—I have at different times made very extensive statistical tables, but I have none in relation to all portions of the Canada trade at present in England.

2422. Since the time you were employed in that mercantile house, have you been employed in business for yourself?—I have, but not in the timber trade.

2423. In what part?—In Montreal.

2424. In what branch?—Chiefly in the ashes trade.

2425. Since that you have resided in the Colony, and had a paper there?—Yes, I was printer of a commercial paper in Montreal for about 18 months.

2426. All those circumstances have enabled you, in your judgment, to form an opinion of the timber trade?—Yes.

2427. From the statistical tables you have made, can you give an opinion of the relative proportion of the timber trade to the whole trade of the Colonies?—Yes. I should first state that I estimate the whole import trade of Canada, both by sea and by the United States, for home consumption, at about 2,200,000 *l.* Colonial currency, or 1,883,334 *l.* British sterling; and I should say, that the value of the wood of all descriptions, dependent upon the timber trade law, exported from Canada, on the average of the three last years, might be about 500,000 *l.* Colonial currency, or 416,667 *l.*; certainly not more. And lastly, that it is my impression, that if the import and export trades of the Canadas were minutely examined and compared, it would be found that the value of the wood exported, compared to the whole import trade, is between one-fourth and one-sixth of the value of the estimated import.

2428. The timber trade exports was about 500,000 *l.* Colonial currency?—Yes, that is the average of the last three years; if I took the last year, it would be considerably more.

2429. You have estimated it at the shipping price, in ordinary years?—Yes.

2430. Those are the shipments from the St. Lawrence?—Yes.

2431. How

2431. How do you make up the remaining portion of the payment for the imports?—There are other articles of export; wheat, flour, ashes, beef and pork, tobacco, linseed, fish, furs and new ships, are the chief.

2432. Do those pay the whole of the remaining portion?—No, they do not. It must be borne in mind, that we may be said to have in Canada a foreign government, that is, a government which has its expenses paid by another government, or a large portion of them, and that we import for that government, and are paid in the shape of bills of exchange or money for such portion of our import. Then there is another matter that should be considered, which is the immigration. Immigrants have arrived in large numbers in the last few years; they require all kinds of implements and articles, for which, in the first instance, they pay by the sale of bills of exchange on England, or money which they have with them, which is shown by the exports of gold from Canada to New York, and which is thence returned to England, that being deemed the safest route by which to send bullion.

2433. You class them into Government Colonial expenditure and immigrant capital?—Yes.

2434. Have you endeavoured to ascertain what proportion that bears to the whole?—I should say, the two together form about one-fourth.

2435. That being subtracted from the whole, what proportion does the timber trade then bear to the remaining portion?—I should say, the timber trade bears to the remaining portion about one-fourth.

2436. Is that the average of certain years past, or only last year?—That average was made the other day. I am without my papers, not expecting to be examined. That estimate, I think, is large; the estimate, if I remember correctly, which I made when the question was last agitated, would make it appear that the timber exported bore a still smaller proportion.

2437. That proportion of one-fourth, consisting of the timber trade, being once annihilated, has the country, in your opinion, resources to make up that remaining portion?—Decidedly.

2438. In what way?—Afforded by the pursuits of agriculture. Supposing such an annihilation, doubtless there would be some temporary difficulties arising; but I conceive, in three or four years afterwards, the value of the exports would be greater than ever.

2439. Supposing wheat and flour were permitted to be freely imported?—Greater inducement would be given to their production.

2440. What advantage do you suppose can be derived to the country from the substitution of those other articles of export for timber?—We should have a more moral population, as we should have a population which would be more completely subjected to the law and the social influences.

2441. How would the population be more moral in consequence of the alteration of the trade?—Because concentration attends the pursuit of agriculture, and a concentrated population is more amenable to law than a population very much scattered.

2442. Are there any circumstances peculiarly connected with the timber trade which renders it an immoral trade?—Yes, as applied to Canada, certainly.

2443. Will you state what those circumstances are?—I would state, as one very important circumstance, the magnitude of our lakes and rivers, and the interruption arising from rapids, exposing all commodities committed to the water in the unmanageable shape of a raft to great hazard of total loss, which is attended with a very great spirit of gambling.

2444. In point of fact, a great quantity of timber is lost?—A large quantity coming down the numerous rapids and waterfalls, an immense quantity of the timber is lost or ruined. Many rafts are lost when in the neighbourhood of Montreal, and on the lake just below Montreal I have known 14 rafts wrecked in a single gale; at Quebec it is nothing uncommon to have an immense quantity of timber carried away after it is supposed to have been secured.

2445. Is it a general feeling in the country that it is an immoral trade?—Those with whom we come into contact, the educated portion of the people, have no favourable feeling towards it; the members of the House of Assembly I believe to be opposed to it; I know several of the latter are, from their conversations with me.

2446. Is it more hazardous or more immoral than the fur trade?—I should think

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think much more hazardous. The immoral consequences of the fur trade I cannot speak to; it is mainly an Indian pursuit, and we know very little of it in Canada.

2447. Has the legislature ever pronounced an opinion adverse to the timber trade?—Not to my knowledge.

2448. There is a very small portion of the population engaged in the fur trade necessarily?—A very small proportion of the Canadian population; I believe the fur trade is carried on wholly with Hudson's Bay, or nearly so. All the clerks are sent out from Scotland direct to Hudson's Bay, with which we have no communication.

2449. Therefore the immoral influence of that trade, if there be any, does not affect the population of Canada?—No.

2450. Since the union of the two great companies, the trade has been carried on direct from Hudson's Bay?—Yes, I believe so.

2451. Has the legislature of Lower Canada ever expressed an opinion unfavourable to the alteration of the timber duties?—I am not aware that they have; if they have, it must have been when I have been absent from the Colony.

2452. Do you know whether the legislature of Upper Canada has ever expressed such an opinion?—I do not know that they have; I confess I have something on my memory respecting the lower ports, New Brunswick, for instance, but not sufficiently precise to enable me to say whether they have or not.

2453. You do not recollect a petition sent here in the year 1828?—Not from Lower Canada, certainly; I think the legislature of New Brunswick took some steps.

2454. Do not you think if a strong feeling of that nature pervaded the legislature of Lower Canada, they would have expressed it?—Yes, I think they would.

2455. About four years ago, when the subject of an alteration of the relative duties on Canadian and European timber was agitated in this country, did it excite any strong feeling in Canada when it came to be known there?—Only amongst the mercantile body of Quebec; Lower Canada has been so absorbed with political questions, that little attention has been given to other subjects. If I was to make an appeal to the Assembly, I have no doubt they would give a decided vote against the timber trade.

2456. You mean against the present system?—Yes.

2457. What leads you to state that?—Conversations with various members, Mr. Papineau in particular.

2458. Do you not conceive that it is the mercantile interest who would naturally on every subject have the greatest feeling in any question involving commercial interests?—Those who feel that their interests are most nearly affected would be the first to speak upon the subject.

2459. Then it is not very remarkable that the expression of feeling in the year 1831 should have been particularly confined to the mercantile community?—Certainly not; there is everything to explain it in the political state of the Colony.

2460. You have referred to conversations with Mr. Papineau; what are the opinions you have heard expressed by other members of the Assembly on the subject?—I can speak more particularly respecting Mr. Papineau's views, having conversed with him in the early part of April upon the subject. He is decidedly opposed to any species of monopoly, and looking upon the timber trade as a species of monopoly, he does not desire it.

2461. Did Mr. Papineau explain to you that he felt the timber trade to be a species of monopoly?—Yes, he looked upon it as such, inasmuch as it was a trade which could not exist of itself.

2462. How does that constitute a monopoly with regard to Canada?— It enables a set of producers nearly to supply a market which they otherwise could not approach, and that constitutes a species of monopoly.

2463. You have stated with confidence to the Committee that the agriculturists in Canada do not consider themselves to have an interest in the maintenance of the present system of timber duties?—I am not aware that I have spoken so; but I should say that they do not, and that a very large majority are not at all interested in the question.

2464. Were you engaged at all in agricultural pursuits when you were in Canada?—No.

2465. You say that Mr. Papineau expressed himself directly averse to the protection, forming a monopoly; did he express himself in the same way with regard to the protection on the exportation of wheat to this country?—I do not remember to have had

had any conversation on the subject; but I am sure Mr. Papineau and others seek no species of protection whatever.

2466. Was he opposed also to the protection on manufactures in the Canadian market?—Lower Canada has not expressed any opinion upon that subject, which, I may again state, is explained by the political condition of the country. The Upper Canada Assembly has, however, this very session, passed certain resolutions, on which an address to the King has been based, about that subject.

2467. Have you any objection to state whether Mr. Papineau at the time stated any objection to the protection of English manufactures in the Lower Canadian market?—No, I have no recollection of anything passing upon the subject.

2468. You have a recollection of a distinct opinion by Mr. Papineau on the timber trade?—Yes.

2469. He thought that trade in fact mischievous to that country?—Yes, morally and economically mischievous, and that though it would always exist to a certain extent, it was not worthy of encouragement by a system of protecting duties.

2470. In no other respect mischievous?—Yes, I may add physically and intellectually.

2471. Do you not imagine that stopping the timber trade would stop the progress of immigration to that country?—I think that the number of ships has been greater than was necessary to carry out the number of emigrants who have gone out or who might be looked for.

2472. Have you any calculation of the number of ships coming out which bring immigrants, as compared to the whole?—I made one during the last time the question was agitated, but I have it not now. I have an impression that about one-fourth part of the shipping would carry out the emigrants who go to Canada.

2473. Do you know what proportion of emigrants go by way of Quebec, and what proportion of emigrants go by way of New York?—We have had some imperfect statements respecting those who arrive in Canada by the States; but they are not very trustworthy.

2474. Would there be sufficient employment in agriculture for those immigrants supposing the timber trade destroyed?—Decidedly. Very few of the immigrants find immediate employment in the timber trade; they work about the shipping port during the season, to their great detriment; and I think it accounts for the great suffering among the poor in the towns of Quebec and Montreal in the winter season. If there were no such employment, they would go at once into the country and seek employment as farm servants.

2475. Is not the new immigrant totally unfit for the purpose of lumbering?—So far as preparing and bringing lumber to market.

2476. The question refers to getting the timber out of the woods?—Then decidedly so.

2477. What is the description of persons employed in lumbering?—Americans and a good many natives of Upper Canada, and a few Lower Canadians, and a very small number of old country people.

2478. Is this class of persons wholly employed in the timber trade, or have they other occupations?—Those that assist in getting out the wood for the small saw-mills in the neighbourhood, I conceive, are employed otherwise in the summer season, that is, in agricultural pursuits; but those who are employed in getting out square timber on the Ottawa and other distant places, are employed the whole year in the timber trade: it takes the winter to prepare it; they do not get it to market till July and August, and by the time they get up the country again, it is nearly time to return to the woods.

2479. Does any emigration take place from the United States, of lumberers, who afterwards return to the States?—Not that I am aware of.

2480. Have you any means of knowing the various classes of capitalists employed in the timber trade?—Some statement with relation to New Brunswick was put forth, but the particulars of that I cannot now call to mind.

2481. Is not a great portion of the capital so employed floating capital; that is, capital employed in wages, and in the employment of the persons engaged in it?—Certainly.

2482. And another portion is fixed capital vested in mills?—Yes.

2483. All that portion which may be termed floating capital would not be injured by the alteration of the trade?—No part of it.

2484. Have you ever endeavoured to form any conception of the relative proportions of those two sorts of capital?—I remember to have arrived at some conclu-

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sion, by taking the value of the deals exported, which are the result more particularly of the fixed capital engaged in the wood trade within the Colonies, deducting therefrom the value of the floating capital and labour employed in bringing the log to the saw-mill and taking the deals to market, and assuming the remaining value to represent the result of the fixed capital; by a further assumption of the Colonial rate of profit, I conceived that I arrived pretty nearly at the amount of fixed capital in the shape of saw-mills. By that mode I think I estimated the value of mill property, engaged in the wood trade, at from 150,000*l.* to 200,000*l.* Colonial currency.

2485. Was that for the Upper and Lower Province?—Yes, that portion of the capital employed in furnishing deals for export; that portion employed in cutting for domestic purposes, and for the West Indies, is not to be taken into consideration.

2486. Seeing that the floating capital would not be at all affected by the alteration of the trade, can you state what would be the effect upon the fixed capital?—It would be difficult to say; but I should think a considerable portion of that would be destroyed. The mill sites form a portion of the value; those, of course, would be still good for any other purpose. Supposing agriculture greatly increased, and manufacturing flour deemed profitable, flour-mills would be erected thereon. The saw-mills would lose employment in the degree in which the deal trade was destroyed, provided preparing plank and boards for the United States did not suggest itself and be found profitable, which I think very probably would be the case.

2487. Excepting one or two large establishments in Canada, the erection of a single mill would not cost 80*l.*, would it?—I cannot say precisely; but I should say decidedly not more than 300*l.* for the ordinary saw-mills in the country. There are three or four large mills, such as Hamilton's mills, on the Ottawa, and Mr. Caldwell's mills opposite Quebec, and the Montmorenci mills below Quebec.

2488. Could not the power of common saw-mills be turned to the grinding of corn?—Decidedly; but that assumes that grinding to the degree to employ the same power would ensue upon the change of trade.

2489. Upon the whole, you conceive there will be no very great diminution of capital actually fixed, in consequence of the alteration of the timber trade?—Certainly not; my own feeling is that it would not destroy the value of capital to the extent of 200,000*l.*

2490. Have you ever personally visited the places from whence the timber is procured?—I have been through the greater part of Upper Canada, and have been through the State of Vermont, which formerly supplied great quantities. Indeed Lake Champlain was in former times the source whence Quebec received the greater part of its supplies; now the greater part of the supply is brought from the Ottawa.

2491. You are acquainted with the mode of preparing for the timber market?—I am.

2492. At what period do they prepare?—They commence cutting, I believe, as soon as the winter has fairly set in. They draw the timber to the water side so soon as there is sufficient snow, and they make it into rafts on the ice, in time sufficient to drift down the lakes and rivers at the opening of the navigation.

2493. What proportion of the population are employed in that preparation of the timber during the winter?—On the Ottawa River they are quite a population of themselves: a good many of them are Irish. A gentleman who has, I believe, nearly the whole of his capital invested in the timber trade, and lives at By-town, expressed his disgust at the scene of depravity which that trade furnished upon the Ottawa River, and though so deeply interested in it as I have described, wished it was at an end.

2494. Will you explain further in what way that depravity was exhibited?—By drunkenness and brutality. The timber trade, by causing bodies of men to live in the woods in shantees, (a small temporary building,) places them beyond the good social effects consequent upon being surrounded by women, and the responsibility of being subjected to the laws of the country.

2495. How are the people who in the winter are engaged in the preparation of this timber employed during the summer, after the rafts have gone down?—I have already said that most of the same men are required to assist in navigating the raft. If there be any remaining, I suppose they employ themselves on farms. The men are paid up their arrear of wages on the disposal of the raft at Quebec. It is no uncommon

uncommon thing to see these men in a week, at Quebec, expend all they had earned in many months, and to find them asking for gratis passages by the steam-boats, to enable them to go up the country again, or walking, stealing and begging the means of subsistence, on their way back.

2496. Your explanation applies to those technically termed lumberers, does it not?—Yes.

2497. There are lumberers exclusively employed during the winter in the preparation of the timber, and bringing it down to the river, and there are some employed at the coves?—Yes.

2498. Have you ever formed an estimate of the number of persons that might be employed in the preparation of the quantity of timber that is shipped from the port of Quebec?—No; I do not remember to have done so, or to have seen such an estimate.

2499. Are not a considerable number of the agricultural population employed, during the period that the operations of agriculture are suspended, as lumberers?—I am not aware; it may be so in some of the agricultural districts, in the immediate neighbourhood of a lumbering establishment, if there be any such neighbourhood.

2500. You mean to tell the Committee that the timber trade does not furnish employment to the agricultural population during the winter to any extent?—Yes. I am aware that a few young men leave their homes and become lumberers during the season, but I should say the pursuits are totally distinct in general.

2501. Have you visited all the districts?—I have visited Upper Canada in the summer season and Vermont during the winter. In passing through Vermont during the last winter, I made many very particular inquiries respecting the timber trade.

2502. If the timber trade were extinguished, do you think there would be the same home demand for agricultural produce which there now is?—No, decidedly not; that body of men now solely devoted to the timber trade, in place of requiring to be supplied by other agriculturists, would, in becoming agriculturists themselves, have the surplus of their own produce to send to market.

2503. How many saws does the mill which you estimate at 300*l.* contain?—I am not prepared to say.

2504. How many deals will such a mill cut in a season?—I have known, but I have quite forgotten; I have lived at some of these mills.

2505. What do you mean by a gang?—A gang is a set of saws.

2506. Are any of those mills worked by steam?—There is one in the neighbourhood of Quebec; it was erected by Gondie, who died some years ago, but it has never been successfully worked. I am not aware of any other driven by steam.

2507. At the present moment, is there not a larger quantity of work to be done in Canada than labourers to do it?—The newspapers lead me to think so, decidedly.

2508. At the present moment, are not the canals at a stand-still for want of labourers?—The canal now cutting is said to be delayed by the want of a sufficient number of workmen.

2509. Is that the Rideau?—No, a canal on the banks of the St. Lawrence, to avoid the dangers of the navigation between Prescott and the Cat Cascades. The papers state that 3,000 or 4,000 men are now wanted on that work.

2510. So that if the persons now employed on the timber trade were thrown out of employment, as far as regarded that, they would find immediate employment in the canals?—Yes; that class of men would never lack employment in Canada. It appears to me that they would be very useful to the settlers; they are an exceedingly energetic body of men, perhaps the most energetic body of men in the country. They are in the habit of using the axe, and use it better than any other body of men, from their constant practice. If they had no timber trade to devote themselves to, they would most probably clear farms or portions of farms and then sell them, as is done in the States to new settlers; with the means thus acquired they would commence clearing again, and in this way keep in market a large number of farms partially cleared, and particularly adapted to the wants of the settlers coming into the country.

2511. In the capacity of a lumberer, as he cuts down the trees he does not facilitate the clearing of the land?—Certainly not; a lumberer very frequently does not take more than a tree, or two trees from an acre. The tree when cut down is squared, and the branches are left about.

2512. What is a cove?—A cove is a portion of the shore of a river in tide-

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way; it is necessary to have an opportunity of putting the timber ashore, to be able to turn and examine it; the shores in the immediate neighbourhood of Quebec are in consequence rendered valuable. A great portion of the value of the coves at Quebec thus arises from position, rather than from the expenditure of labour and capital thereon; it will therefore be seen that the destruction of the greater portion of the value of coves would only be the destruction of the advantage of position, and not of capital the consequence of industry, and consequently no loss to the Colony, though loss to the proprietors.

2513. Are the persons employed in those coves usually emigrants?—I should say but a small portion of them. A set of men live constantly about the coves, who are furnished with employment in the winter in re-preparing the timber left over from the preceding year.

2514. Are such of the emigrants as are employed in the coves as beneficially employed in that way as they would be as farm servants, scattered over the country?—That is a good deal a matter of taste; certainly not more beneficially.

2515. Do you not believe they would get all the employment they needed, even supposing they could not get employed at the coves?—Yes; they would at once become settled, instead of beginning their colonial career in a vagabond way.

2516. Therefore, in as far as employment and labour is concerned, the timber trade in your opinion in no way aids the Canadas?—Certainly not.

2517. What proportion of the whole population of those Colonies do you suppose to be employed in or immediately dependent upon the timber trade?—I am not capable of stating.

2518. Should you think it was one-fourth?—I cannot speak at all of the Lower Provinces, but I should say it is not one-eighth of the Canadas.

2519. Do you include Upper Canada?—Yes.

2520. What is the population of the two Canadas?—Nine hundred thousand, or perhaps nearer a million.

2521. You think that about 100,000 men, women and children, are immediately dependent upon the timber trade in the Canadas?—When I said I did not think more than one-eighth, I stated I had no estimate; it is merely the suggestion of the instant. I am utterly incapable of saying positively, but I should be inclined to think it must be considerably less; I do not like to hazard an opinion upon the point. I have nothing upon my mind to lead me distinctly to a conclusion on the subject.

2522. With respect to the employment of the lumberers, supposing they were transferred to other pursuits, agriculture and working on the canals, would their profits be as great to them as their present employment?—I should suppose all the employment of a country in which no monopoly exists affords the same return for capital and for labour. As I have no reason to suppose any monopoly exists in Canada, I have no reason to suppose that the timber trade affords a higher return for labour than any other.

2523. Do you know what wages they have?—I could furnish tables of the prices of wages, but I cannot speak with certainty from memory.

2524. Is not labour cheaper in the Canadas than in the United States?—I am not prepared to answer that question, but I know not why it should be, unless capital be scarce, or the product of capital and labour is less.

2525. Do you think the lumberers could immediately become navigators, canal-cutters?—Decidedly. It is quite the character of the North American people to turn their hands to anything at a moment's notice.

2526. Is not there some skill necessary for cutting canals?—Far less skill is required for cutting a canal than cutting timber.

2527. Do you think they are so ready and handy, that they could immediately become canal-cutters or navigators?—Americans will often drive a coach one season, and command a canal boat another; they continually change.

2528. Is not the employment in lumbering exceedingly laborious, and does not it expose the parties engaging in it to a good many personal hardships?—Yes, far greater than any other pursuit in the country. I do not know that living in the woods, of itself, is a severer life than living in an ordinary house in the country; I have tried it, and have not found it so.

2529. Generally speaking, is that your opinion?—The principal hardship to which lumberers are exposed is that of being constantly immersed in the ice-water while preparing and bringing the rafts to market.

2530. Do you not imagine they receive higher wages for that than the ordinary agricultural labourers?—I cannot say; but they ought to.

2531. Would not you suppose the reward for labour would be affected by the arduous or disagreeable nature of it?—We find very commonly that the most disagreeable duties receive the smallest remuneration. I think that the whole annual income received by a lumberer, taking his hazard of not being paid at all, owing to the loss of the raft, would be found to be smaller, if it could be computed, than nominally lower wages regularly received.

2532. Then how do you account for it, that those men do not of their own accord turn to agricultural pursuits?—From the same reason that men take shares in a lottery.

2533. Are they soon worn out in consequence of the severities to which they are exposed?—Hard drinking, and the severities to which lumbermen are exposed, I should think would influence the constitution, but I am not able to state precisely what is the fact.

2534. Do you conceive that the two Canadas derive any facilities for the settlement of their waste lands from the existence of the timber trade?—I should say no, or to a very limited extent. I know that the common statement is to the effect that the agricultural producers in the immediate neighbourhood of lumbering districts find a more ready market and higher prices for their produce. Formerly, almost all the beef and pork, and flour, came from Upper Canada and the States to Montreal, and such as was required was from thence sent up the Ottawa River on the ice during the winter for the supply of the lumbering establishments; but now I am told there are many farms on the Ottawa River that derive a great advantage from supplying the lumberers, and that the produce from those farms has diminished the demand for supplies from Montreal.

2535. Would not those farms producing those various stores find a market in Montreal, even supposing the timber trade did not exist?—Decidedly, though possibly those particularly situated farms have an advantage now which would then be lost.

2536. Is not that a peculiar case, the peculiarity arising from the great supplies of timber from the Ottawa?—Yes.

2537. The peculiarity does not extend then to the whole country?—Decidedly not; there may be in the neighbourhood of the Bay of Quinté something of the same kind as on the Ottawa, though not to the same extent.

2538. Have not great settlements been made of late in the two Canadas wholly independent of the lumber trade?—Yes; that portion of Upper Canada above the Bay of Quinté may have sent a few staves and deals, but I am warranted in saying no timber.

2539. Are not the most flourishing of the Upper Canadian settlements on the Huron territory, and wholly unconnected with the timber trade?—Yes, or very nearly so.

2540. Are not the townships of Lower Canada which have been settled wholly unconnected with the timber trade?—I have never been in them, but I have reason to believe that such is the case.

2541. You never heard, in fact, that any facility was derived to those great settlements, at Perth and on the Huron territory, from the timber trade?—No. I have been through all the province of Upper Canada, from York to Sandwich, the upper portion lying on Lake St. Clair. They had no timber trade there then; now that the Welland Canal is open, it is possible some little wood does come down.

2542. Do you not believe, if there were no timber trade existing, the settlement of the country would go on just as rapidly as it does now?—I believe it would go on much more so.

2543. State why?—Because this body of men, who are so energetic, and whose services would be so valuable as pioneers to the emigrants, would then devote their services to that purpose, and the wealth of such a country as Canada would accumulate more rapidly if drawn from agricultural pursuits than drawn in any proportion from the timber trade.

2544. Taking the large body of emigrants who come to Quebec every year, from the moment of their landing to the time of their settlement on a piece of land, do you conceive there are any peculiar facilities derived from the existence of the timber trade, which aids and assists that body in their difficulties, previous to their settlement on land?—I should say none.

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2545. When they get upon the land, can you conceive any facility would be derived from the existence of the timber trade?—None.

2546. So that upon the whole your opinion is, that no facilities are afforded to the settlement from the existence of the timber trade?—Decidedly.

2547. How are that population in the neighbourhood of Huron, which you represent as wholly independent of the timber trade, employed?—In cultivating their farms.

2548. In raising agricultural produce?—Yes.

2549. Where do they send their agricultural produce?—The head-quarters are York or Prescot, or Montreal; the latter may be looked upon as its destination.

2550. Do you not suppose that a considerable portion of the persons who consume that agricultural produce at Montreal are enabled to do so by the profits they derive from the timber trade?—That portion of the produce is not consumed in the country at all; it goes abroad. But if it was, the change of trade assumed would afford them possibly a greater purchasing power.

2551. Do you find that the export of Colonial agricultural produce to this and other countries is attended with profit?—On an average of years, decidedly. There may be a loss one year, and a very great gain another year, but on the average of years I should say it is attended with profit.

2552. Are you aware of the extent of exportation of agricultural produce from Canada?—I am; I can state it from memory. The largest quantity of wheat exported in any year was in 1831, and I think amounted to 1,300,000 bushels.

2553. Do you know what was the price of wheat in this country at that period?—I think very high. I know that losses ensued upon the very injudicious shipments made, both from Canada and the United States. The loss to the United States, I conceive, amounted to the sum of 5,000,000 dollars.

2554. Are you aware that the average price of wheat in this country was nearly double what it is at present?—I know it was very much greater, but I cannot say to what extent.

2555. Was it not that high price which stimulated to the exportation from Canada?—The exports from America were remarkable on that occasion. There is no doubt the export was to a most improvident extent. The stocks have never been reinstated. In short, I believe the present high price in America arose from those unwarrantable exportations.

2556. Has not the exportation from Canada to this country greatly declined of late years?—It has declined from that period, owing to the crop being deficient, and to the great decline of prices here.

2557. Have you ever formed an opinion at what rate per quarter wheat could be exported to this country, so as to yield a profit to the exporter?—I cannot call it to mind accurately, but I think the estimate I once made was between 40 *s.* and 50 *s.*

2558. Would it not follow that, unless the price of wheat in this country were to rise to 45 *s.* or 50 *s.* per quarter, the population that your former answer would transfer from the timber trade to agricultural production would not be able advantageously to employ themselves?—No; I do not think it follows necessarily. If all our population were devoted to agriculture, our settlements would be more dense, and their roads more perfect; in fact, all the social offices more perfectly fulfilled; which would enable them to bring their wheat to market at a more moderate price, and thus they might obtain a larger profit even with a lower price. We should bear in mind, in relation to their agricultural produce, that the farmer of course first feeds his own family, and that price only affects him so far as it relates to his surplus produce, and that price rather affects his luxuries than his means of subsistence. I am not aware that the present prices would prevent a farmer obtaining that return which would enable him to purchase at least all his necessaries.

2559. What do you suppose is the average expense of the conveyance of wheat from the remote parts of Canada to Montreal?—I believe the cost of bringing wheat from Niagara to Montreal was about 15*d.* Colonial currency, but I am not certain; it is not now lower. I once made a table showing the cost of taking produce of all kinds from three points on Lake Ontario and on Lake Erie, and sending up articles to the same places.

2560. What is the freight from Quebec to England?—The ordinary rate has been from 8*s.* to 8*s.* 6*d.* a quarter for wheat.

2561. Do you know the price of wheat in this country?—I believe the last average was 40*s.*

2562. If at 40*s.*, you would probably allow 10*s.* a quarter, by your present statement, as a fair deduction for the expenses of bringing it into this market?—I should think so.

2563. Do you think the price of 30*s.* would pay the agricultural producer in Canada for the production of wheat; would afford a return for the investment of capital in the production of wheat in Canada?—I should be loth to speak to a point on which I have not sufficient knowledge.

2564. Is it not indispensable to form an opinion upon that point to justify the opinion you have already given?—I think not. I have that feeling that the consequence of their not having the timber trade would be that they would produce other articles, that their condition would not be deteriorated. I am led to that conclusion by seeing the present condition of the state of New York, which once depended on the timber trade; I look also to Vermont; and when every man tells me that he laments and has lamented that he ever meddled with the timber trade, I think that I am justified in my opinion, for no one will pretend to state that the land of Vermont or even of New York equals that of Canada. While speaking of the soil of Canada, I would observe that Jacobs has estimated the average return for wheat on the Continent at four to one, of Great Britain seven to one, and Gourlay has estimated the return of Upper Canada at 20 to 1. Many state that Upper Canada is unrivalled in comparison with any other piece of land of equal extent.

2565. Your opinion is not founded on any principle by which you arrive at the conclusion that the capital displaced from the timber trade might be advantageously applied to agriculture, but upon your experience of the circumstances you have stated?—I believe I have made calculations on all those points, but they were made three or four years since, and having had other pursuits of late, they are imperfectly upon my memory; I have nothing but impressions, I have nothing definite.

2566. Would not the transferring one-eighth of the population from employment in the timber trade to agricultural employment have a direct tendency to lower the rate of agricultural wages throughout the whole of the province?—I think that as there still would be the same capital, capital would bear the same proportion to persons as now exists, and as no increased number of persons would be thrown upon the capital already vested in agriculture, I know no reason for believing that wages would be lower.

2567. Are you aware whether the capital employed in the timber trade is Canadian or British?—I am not.

2568. If it were British, would not the transfer from the timber trade to agriculture depend upon the calculation of the capitalist as to the return he would be likely to receive for his investment?—Yes; but I do not believe any decline in profits would arise out of a change in the articles produced in Canada. One cannot conceive, as arising out of any change in the trade of Canada, any such direct transfer as that now assumed. Supposing it is British capital, I suppose the capital alluded to is used in the towns as mercantile capital. I cannot conceive that the British merchants have any large proportion of money invested in the mills; I know Price & Co., of Quebec, have mills below Quebec, and that there are three or four other parties having mills. If the timber trade was at an end, their other capital would be employed in conducting the mercantile operations of the country growing out of the change in production.

2569. Do you believe that British capitalists are to any extent proprietors of mills in the North American colonies?—I am not aware that they are.

2570. Are you aware whether the capital, consisting of articles of clothing and of necessity that are required by the lumberers, in which they are chiefly paid, is the property of Englishmen or of colonists?—To draw a distinction between that deemed British capital in the Colonies and Colonial, cannot be done. There are possibly a great many merchants there owing money to merchants in England.

2571. It does not appear to you necessary to have definite information upon these points to arrive at the conclusions you have stated?—No, it does not.

2572. When you make calculations on timber, wheat, &c. relating to prices, is it the habit to take a year remarkable for high or low prices, or an average of years?—An average made on several years.

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2573. You conceive that taking the last year in England, in which the prices of wheat were unusually low, does not afford a criterion?—Certainly not.

2574. Can you state the average prices of wheat at Quebec the last four or five years?—I think 5*s.* or 6*s.* Canadian currency; the latter rate is equal to 5*s.* sterling, which is 40*s.* a quarter; but I do not suppose an average of several years would be over 4*s.* 2*d.*, that would be 33*s.* 4*d.* There are peculiar circumstances that attended the last three or four years.

2575. Has it been higher the last three or four years than the three or four years previously?—Considerably higher than the 10 years previously.

2576. Do you think 30*s.* a quarter would have been the average of the 10 years preceding?—I should think so, but I cannot now speak positively.

2577. Are the Committee to understand it to be your opinion, that if the timber establishments were broken up and no more timber exported from Canada, there would be no loss to that country?—There might be an immediate loss and a very great subsequent gain. I think there would be an immediate loss attending on the mills, possibly 150,000*l.* to 200,000*l.*

2578. Has it not been the fact that there has been a constant and gradual increase of tonnage into Quebec for the last 15 years?—Yes.

2579. Presuming that those establishments were to be broken up, and no more timber exported, do you think that gradual increase would still continue?—No; the first consequence I think very possibly would be a very material decrease.

2580. Subsequently the same tonnage would be required for the carriage of corn as at present?—Some years hence, for corn and other articles.

2581. In the intermediate period a very great distress would occur to all the interests engaged in this trade?—If such a perfect annihilation of the trade can be supposed, a considerable degree of suffering would ensue, not to all the interests of the country, but to a portion of the mercantile body.

2582. If there had been no timber exported from Canada for the last 15 years, do you think the province would have been as prosperous?—I think very much more so.

2583. That the ground would have been equally fit for cultivation?—I have already answered that, by saying that the lumber trade has never led to the cultivation of land.

2584. And that the wealth of Quebec would have been as great as it is now?—Quebec might have been less wealthy, but Montreal and the Canadas in general would have been much more so. At present the Montreal merchants find the greater portion of the capital by which the lumbering trade is carried on, a great part of which is carried on above Montreal; but, in consequence of having no tide-way at Montreal, and it being necessary to have a tide-way to examine timber, the timber passes Montreal, and is shipped at Quebec. In that manner certain pursuits connected with the application of the capital of Montreal are conducted at Quebec; but if the capital had been employed in agriculture, then as Montreal is equally fit for shipping agricultural produce, all this produce would have been shipped from thence. The demand for stores and granaries, and dwellings, would have led to a material increase in the value of property there. My present impression is, that if the timber trade is destroyed, property in Montreal will advance from 20 to 25 per cent., and probably decline in value to the same extent at Quebec.

2585. Is there any impediment to the employment of capital in both those ports?—None; but the want of tide-way and the state of the lake, which, while it would allow suitably-built grain vessels to pass, is too shallow for vessels having such a disproportionate depth of hold as the timber ships have.

2586. Then why is not the exercise of capital brought into operation in both?—So it is; large quantities of wheat and ashes are even now exported direct from Montreal.

2587. That being the case, each port finds its own level, and men would divert their capital into that channel which appeared to pay them best, whether agricultural or timber?—Yes; but things are not allowed to find their own level; the inequality in the timber duties prevents it. If the protecting duties were done away, there would be no doubt of the benefit of the agricultural pursuit, for there would be no inducement to attend to the timber trade then.

2588. If there is sufficient capital, is there any reason to suppose it would not be beneficial to engage in both?—I do not think it is a question concerning the abundance of capital, but the good to be derived from the preservation of the

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Canada timber trade by enormous protecting duties. I am confident that the timber trade is inimical to the best interests of the Canadas; it would be possible to make the timber trade more beneficial than any other pursuit in the country, and the way to render it so would be to give immense protecting duties to the timber trade of Canada, allowing all other articles of produce to be open to general competition; but, by such a course, England would not be benefiting Canada.

2589. But with a large protecting scale of duties, allowing timber to come in from all parts of the world, what objection could there be to the exercise of capital in that as well as in any other branch in Canada?—The protecting system does not allow of timber coming from all parts of the world; it does not enable the people of Australia to send their wood (though Australia is a British possession) to the English market. Nor would the duties demanded to enable them to *compete with the foreigner*, if imposed, be in principle one particle more monstrous than those which now sustain the greater part of the Canada timber trade; and had such duties been imposed for such a purpose 30 years ago, being habituated to the system would have furnished many advocates for its maintenance. I have already spoken to the moral and other evil effects of the timber trade in Canada. There is a circumstance attending the Canada timber trade, which causes the pursuit of that trade to be an exceeding gambling pursuit: it is the smallness of the invoice price as compared with its selling price in this market. White pine is the principal article of the Canada timber export; I believe that it may be valued at 12*s.* a ton. When it comes into this market it is enhanced by the duties, and the freight and other charges to about 70*s.*; now, supposing the shipper not to be the ship-owner, but to be possessed of an invoice of the timber, the rise or fall of the timber here would of course fall wholly on that investment, inasmuch as all the fixed charges must be paid. Assuming the selling price of Canada timber at 70*s.*, a rise of five per cent. would be 3*s.* 6*d.*; I believe no merchant would consider a fall or a rise of five per cent. a fluctuation of any great importance; but the rise or fall of five per cent. (or 3*s.* 6*d.*) on the 70*s.*, is, on the invoice price of 12*s.*, 30 per cent., or nearly one-third: so that while the market here appears to be without a fluctuation of any importance, there is a fluctuation to this enormous extent. The cotton trade is often spoken of as the most speculative trade, though it is not, in fact, a twentieth part so speculative as the Canada timber trade.

2590. That being the case, if the effect of enlarged competition with the Baltic should be to reduce the price of this article in the London market 20 per cent., would it affect the exportation of white pine from America?—I have not looked of late to the relative prices of timber here, or whether it could be shipped from Canada upon an enhanced duty on the one hand, or a diminished duty on the other; therefore I cannot reply to that question.

2591. Are you acquainted with New Brunswick?—I have never visited New Brunswick.

2592. You are not aware whether agriculture might be extensively pursued there?—No; but I recollect to have read some discussion on the subject, in which the writers, and His Majesty's agent for emigrants at Quebec among the number, asserted boldly that the timber trade is an evil to that Colony. It appears to me if the timber trade cannot be done without in the North American British Colonies, (as it is evident in a few years of itself that the timber trade must come to an end, for we must deem the consequence of a large population to be, that the Colonies will become independent after a time,) it is exceedingly cruel on the part of the people of England to encourage a population to go and settle in such a country.

2593. Do you think the timber will be exhausted in a certain number of years?—I cannot reply to that question; but supposing a separation to ensue, which will I suppose ensue in the course of a few years, between this country and the British provinces, as the natural course of events, protecting duties would then be abolished, and as the timber trade is shown to rest on them, it would be destroyed.

2594. Is there any fixed period for that?—I cannot state the number of years, as much will depend on the conduct of the British Government. But at that period, come when it may, we cannot conceive that England will continue the protecting duties to America, and there is every reason to believe that without those protecting duties the trade could not be carried on.

2595. How do you conceive it would be cruel?—To encourage people to go out as farmers, while it is asserted by the same gentlemen that the country is unfitted for agricultural pursuits; that in fact it is so barren, that it will only yield bad timber.

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2596. You said that the people were so ready and handy, to your knowledge, that they could turn to cutting canals or agricultural labour?—Yes; and that there were other pursuits and better pursuits than the timber trade, which the gentlemen connected with Canada land companies must be prepared to prove, or they surely would not encourage farmers, as they do by all the means in their power, to settle in Canada.

2597. Does not the dependence of the colonists for their interest on the union with the mother-country afford in itself a reason why they should be indisposed to a separation?—I have not alluded to any disposition to separate; I have only spoken of the natural course of events.

2598. You were in trade about 10 years ago, were you not?—I have been in trade within three or four years in Canada.

2599. In what trade were you engaged?—I was almost wholly in the ashes trade.

2600. Did you succeed?—No, I am sorry to say I lost money.

2601. You were afterwards engaged in conducting a newspaper, the Daily Advertiser?—Yes. I am sorry to say I lost a great deal of money by that also.

2602. It was generally considered by the mercantile interests that the line taken by your paper was adverse to their interests?—The small class who call themselves the British interest united to ruin the paper, so we ceased to publish it, though the Canadians offered to sustain us if we would continue it; but in that manner our independence would have been destroyed. We had no disputes about commerce; the merchants will do me the justice to say they never had such a commercial paper in the country before, nor have they since replaced it. Having always supported the propriety of having and administering a government in accordance with the views of the majority of a community, they considered my advocating such a principle to be injurious to their interests, and thereupon they united to put down the paper.

2603. How are the ashes manufactured; are they not manufactured out of wood?—Yes, the process is very simple.

2604. That is connected with the wood trade?—No, it is not in any way connected with the timber trade; it is not considered profitable to cut down timber to make ashes. In clearing the land, wood ashes are necessarily made. Some farmers will not sell them, but disperse them over the land, conceiving that in using them as manure they get a greater return than by disposing of them to the storekeeper, who manufactures them. Ley is obtained by passing water over them, which being afterwards evaporated by boiling, produces potashes. Pearlashes are made by a further process.

2605. They are an article of trade in this country, used for bleaching?—Yes, and for several other purposes.

2606. You endeavoured to account for the settling the balance of trade of the 2,200,000 *l.* in this way: by the export of timber 500,000 *l.*; by Colonial expenditure and emigrants' capitals about one-fourth of the whole of the import; the remainder by the export of wheat, ashes, beef and pork, and other commodities. Have you taken into the account, in settling this balance, the transit of British manufactures or produce across the frontier to the United States, for which the American may give bills on New York, which are met by the shipments of American produce from American ports to Europe?—I am aware of the circuitous trade and the disposal of bills in the New York market to meet that trade.

2607. The export of British manufactures or commerce from this country to Canada may be balanced by the imports of cotton or tobacco from the United States, through that circuitous trade, may it not?—Certainly.

2608. There may be no imports from the United States into Canada in return for those goods which are sent across the frontier, but a bill may be given on the United States, which bill may go in the purchase of United States produce for shipment to England, whence the goods sold in Canada to the American merchant have been obtained?—Certainly.

2609. A portion of the imports to Canada, which you make amount to a certain sum, was made up of imports from the United States across the frontier?—Yes.

2610. It is much more likely that balance should be settled by that direct trade, than the indirect way to which the question refers, is it not?—I suppose, in speaking of our importations into Canada from the States, two kinds of imports. One, such as French goods, tobacco, and a variety of other goods bought in the New York market; French goods more particularly, as we can get them there much earlier

earlier than by the St. Lawrence; that may be met by an internal export from Canada to the United States, though I do not think it is. Then there is a portion of the exports which go down the St. Lawrence, such as flour, beef and pork, and timber, which is paid for by bills drawn by our own merchants on Europe, which are sent into the New York market, there to be sold to meet the Canada exchange, which has been drawn on that market to pay for flour, pork, &c.

2611. Is any part of the import of British manufactures sent across the border into the United States paid for by bills drawn on New York?—It must be so, as importing and exporting are generally separate trades.

2612. Is there not a great deal of smuggling across the frontier?—It is a question I cannot answer. Looking at the comparative duties of the Colonies and the frontier, I should say there was; but considering the importations of British goods into Canada, and the severity of the United States law is so great, I am inclined to think there is much less than persons suppose.

2613. Are there many bills drawn on New York in circulation in the bill market in Canada?—There are certain houses in Montreal, nearly the whole trade of which is in managing the money matters between Canada and the United States; there are large bill transactions between Montreal and New York.

2614. Does the number of bills drawn lead you to believe there may be a good deal of smuggling trade?—Though I have examined that portion of our exchange transactions very carefully, I have not been led to any such conclusion. We send a good deal of money to New York, which I suppose to have been expended in Canada by the large body of Americans who annually visit it on pleasure, and which expenditure is not met by an equal number of Canadian travellers going into the States. That is the cause, I suspect, of so much money every now and then being exported from Canada to New York.

2615. Have you known bills drawn in the north being remitted by the Canadian merchant to the merchant in Great Britain, in repayment of British manufactures exported from this country to Canada?—I have not known of any. Our exchange trade is between Montreal and New York, and between Montreal and England, and New York and England.

2616. Is there any portion of the timber which comes down the St. Lawrence, and is exported as Colonial timber, which is cut in the territory of the United States?—There was at one time, I believe, a good deal; at the present time I am not able to say what quantity, but I suspect less than there used to be.

2617. Is there not some red pine timber sometimes?—I am not able to call to mind whether it is the white or the red pine which comes from the States, but we get our red pine now chiefly from the Ottawa and the Rideau Canal.

2618. Most of the questions that have been hitherto put to you have proceeded upon the hypothesis that the timber trade in Canada might be entirely done away with; in your opinion, would it under any circumstances be possible to do away with that trade, even supposing the extreme case of a complete equalization of the duties on Baltic and Colonial timber; would there not still remain necessarily, from the value of certain qualities of Colonial timber, a considerable export to this country?—Knowing so little about the quality of timber, I cannot speak positively; but I have been told that masts would continue to be sent, and that a certain class of white pine would be sent, and I think that in making up cargoes, deals and staves might still be sent; I think certainly staves. I think we should have a good deal of the trade of New York, and the best part of our trade, the deal or plank trade. As a more limited quantity would be required, and that drawn from places of production more immediately in the neighbourhood of the markets, it would be enabled to be produced at a smaller cost, and we should send a good deal to New York, and to other large towns on the coast of the United States. The funds arising out of the circumstance of a large emigration paying for a large proportion of the freight of the vessel, would possibly enable the shipowner to take home timber in return, which would pay the other portion of freight. The timber trade would then be the consequence of emigration, instead of the cause, as it is now looked on by many gentlemen.

2619. Were you in the Canadas in the year 1831?—I was.

2620. Were you at Montreal?—I was.

2621. What did you hear to be the opinions of persons in respect of the change of duties proposed in this country in 1831, namely, a reduction of the protecting duty of 45 *s.* by 15 *s.*?—If I remember correctly, there was no declaration respecting

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ing any particular change, they were inimical to all change whatever. At Quebec, the merchants were so excited at the idea of change, that they deemed such as approved of alteration personal enemies. In consequence of my brother having written a pamphlet here at that time, when I landed from England, the Quebec merchants, I could perceive, were evidently actuated in their conduct towards me by that circumstance. In Montreal they were less interested in the timber trade, and I did not experience the same treatment.

2622. Where is the oak exported from Quebec principally got?—I cannot say; I think a good deal of it comes down the Ottawa.

2623. Are the ashes at all made of the refuse of the fir wood, or are they principally of other woods?—The quantity of ashes from fir wood is so very small, it is not worth consideration; it is from the hard woods, and obtained in burning the wood at the time of clearing land.

2624. Therefore the trade in wood ash does not at all depend on the cutting of fir wood?—In no way connected with it.

2625. What is the length of the winters in Canada?—In Montreal, from the 25th of November to the 25th of April.

2626. They are generally very severe?—They would be called severe as compared with England. Our winters are ordinarily 15 degrees below zero. We call our winter severe when it becomes 20 or 25 below zero.

2627. How are the agricultural part of the population employed during those severe winters?—Chiefly in looking after their cattle and obtaining fire-wood, which takes up a good portion of their time; the rest they employ in visiting one another, and enjoy one another's society more than in summer.

2628. Is there sufficient employment for the agriculturists during that time?—I should say a small farmer had as much to do in the winter as would occupy a large portion of his time.

2629. You speak of Lower Canada?—Yes; I have not been in Upper Canada in the winter. The winter is less severe, and of much less duration than in Lower Canada.

2630. Is there any agricultural employment goes on during the winter?—Only bringing in manure and putting it on the land, and threshing out the grain.

2631. Is not a part of the operation for the clearing of ground carried on in winter?—Yes, a material part; chopping and piling.

2632. Are the labouring people of Canada in such comfortable circumstances that they can afford to consume their time in going about visiting one another?—They are; Canada is emphatically the poor man's country.

2633. Do you consider the agriculturists in Canada in a better condition than the agriculturists in England?—Infinitely.

2634. What are the wages of the labouring agriculturists in Canada in the winter time?—I cannot now state, but I can furnish tables of rates.

2635. Can you state their wages?—I cannot, with certainty.

2636. Does the agricultural labourer ever engage himself as a lumberer in the winter months?—A few of the labourers go to the Ottawa, and the sons of farmers; but a very limited number. The Chambly district, the finest in Lower Canada, I believe, is almost wholly filled with agriculturists, who never leave their properties.

2637. What is the expense of transmitting gold from Quebec to New York?—I think it is about 2 per cent.

2638. Is there any transmitted?—Yes, a considerable quantity brought into Canada by immigrants.

2639. Can you state the rate of exchange between Montreal and New York?—It will be from one to four per cent. premium.

2640. If in Montreal you want to receive 100 *l.* at New York, what would you pay?—You will pay from 101 *l.* to 104 *l.*; of course exchange is sometimes at a discount. I do not believe it commonly costs more than one per cent. to send money from Montreal to New York.

2641. Does not the exchange between Montreal and New York on bills average about two per cent.?—I should imagine it does.

2642. Are bills ever drawn on London?—Yes, the rate of exchange in Canada varies from about six to 13 per cent. England has a certain amount of silver called a shilling; the United States have a coin that they call a shilling also; and Canada has a coin that they call a shilling. That of the United States is in intrinsic value about one-half of that of England; that of Canada is about $\frac{10}{12}$ths

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of that of England. Accounts in Canada are kept in pounds, shillings and pence. The Canada pound is four dollars, and as four dollars are worth in this market about 16 *s.* 8 *d.*, the Canada pound has that relation to the pound sterling. When exchange is in Canada said to be at 8 per cent. premium, it is in fact at par. After an old system of calculating, when the silver in a dollar had a different relation to that which it now has in the silver in British coin, 100 *l.* sterling is deemed equivalent to 112 *l.* Canada, or 448 dollars, when in fact the par is 100 *l.* sterling to 480 dollars, or 120 *l.* Canada, and the difference is made up by adding 8 per cent. premium on the 100 *l.* sterling to the 112 *l.* currency, making the par above-mentioned, of 120 *l.* Canada for 100 *l.* sterling.

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2643. What is the value of the sovereign?—Generally worth about 24 *s.* Canada, which is the par value.

2644. What bullion have you in circulation?—Chiefly the American dollar; there are others also, the old French half-crown, and many other coins.

2645. The sovereign is now current?—Yes; the reason of British silver being rarely retained in Canada has arisen from its having been issued by the Commissariat below its par value.

Mr. *William Pemberton*, called in; and Examined.

2646. IN what business are you engaged?—The timber trade connected with the Colonies, Canada particularly

Mr. *Wm. Pemberton.*

2647. Are you established as a merchant in London?—Yes.

2648. Have you a house in Canada also?—Yes.

2649. Where is that established?—At Quebec.

2650. Since what time have you been in that trade?—Twenty years, from the year 1815; I went to Canada in 1815, and resided there till 1830, when I came to reside in London, leaving the house I had established there still carrying on business.

2651. You were established there for 15 years as a merchant?—Yes; and still continue to be a partner in the house in Quebec, being myself now also established in London.

2652. Have you any establishments in those countries besides your house of business, any saw-mills or establishments for timber cutting?—No.

2653. Have the goodness to inform the Committee the course of your business or the general business of the timber trade in Canada?—We contract during the winter season with the timber dealers to give us a supply of timber deals, staves, and every other article connected with the trade in wood at Quebec, receive those supplies from them in the spring of the year, which we ship for our correspondents in the United Kingdom.

2654. Do you ship on your own account or on orders?—Chiefly on account of persons in this country.

2655. When you contract with the timber dealer in Quebec, do you advance the money or any part of it?—It depends entirely on circumstances; some of them do not require advances, others do; we make our contracts occasionally in both ways.

2656. Which is the most prevalent course?—I think it is a very mixed course; I think fully as much one way as the other.

2657. In the case of contracts, what is the arrangement made?—Our trade has not been exclusively in that way, for we very frequently take the chance of purchasing from the parties that bring the timber to market; in case of contract, we make our agreement that they shall deliver a certain quantity of the article, either timber, deals or staves, at a certain period at Quebec, and we pay on delivery a certain price; sometimes they stipulate to receive advances at certain periods.

2658. What are the timber dealers of whom you speak; are they a species of merchant, or are they lumberers themselves?—They are a mixed class; some of them are farmers, some of them country storekeepers, some of them exclusively timber dealers; those who supply deals are chiefly those who are proprietors of saw-mills.

2659. In the case of timber, what do those dealers do, do they contract again with the lumberers to supply what they engage to deliver to you?—That is also a mixed trade; it is a custom increasing and annually more prevalent for men who have farms up the country, or country shops, to get the timber down to the water's-edge, and there dispose of it to timber dealers, who take the risks and expense of getting it down to the market; others begin with the tree in the forest, and deliver it in Quebec; they take the whole upon them; but it is a very mixed trade.

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2660. Is it getting more into the hands of timber dealers, who are a kind of middle-men?—I think it is getting more into the hands of the farmers and shopkeepers and storekeepers; that class of timber dealers is rather increasing than decreasing.

2661. How do you pay those timber dealers; in money or in goods?—We pay exclusively in money.

2662. Do you know how they pay others?—If they prepare the whole of the timber themselves, they must lay in in the early part of the season a stock of provisions, cattle to get the timber down, fodder for the cattle, and everything necessary for preparing the wood for the market; they must hire men, to whom they pay so much a day, exclusive of their feeding, and they must provide blanketing and other necessary clothing for the timber cutters; it is an outlay of money altogether; they must either procure those goods on credit or purchase them for cash; it comes to the same thing.

2663. Have you been by your business thrown into communication with the lumberers themselves?—Yes, very frequently.

2664. Of what class of men are they generally composed?—The trade has taken a great change since I first commenced it; when I was first in Quebec, our great supply was derived from the United States, and of course we dealt with the inhabitants of that country; there has been a gradual but a very striking change, till it is now almost exclusively Canadian, all Canadian population, either of French origin or of British origin.

2665. Is that since they have resorted to the Ottawa?—Chiefly since they resorted to the Ottawa, and as the timber got exhausted on Lake Champlain.

2666. What are the habits of the persons with whom you are now thrown into connexion?—I consider them much improved in their habits, a decent class of men; for many years we were afraid to trust those people and give them advances; now we have very little hesitation, if a man bears a good character, in giving him the advance he requires, and taking his own bond for it; we have advanced a good deal of money without anything but the security of the person with whom we deal.

2667. When you speak of the person to whom you make advances, you mean the head lumberer?—Yes, of course; we never attempt to get out timber ourselves, though it has been done by commercial houses in Quebec.

2668. You speak of the improved habits of the head lumberers?—Yes.

2669. Have you had communication with the men actually engaged in cutting the timber?—I have been frequently up the country where the timber is prepared, and have seen them at their avocation cutting the trees, squaring them and preparing them for the market, and they always appeared to me an industrious hard-working people as could possibly be, who have not the means of being debauched, who work in the woods at a long distance from towns or taverns.

2670. Have you been in the woods and seen them at work?—I have. The headman, or the man who employs them, has the giving out of the provisions or liquor, and will not make his men sick or incapacitate them by giving them more than is good for them.

2671. Are there an immense number of emigrants employed as lumberers?—Yes, an immense number.

2672. Of what class?—The poorer class, of course; the others will not work at it. During four to six months of the year it is impossible for them to pursue any other avocation; independent of the employment it gives them in lumbering, many are employed in assisting to load the ships, and so on.

2673. Is there an immense demand for labour in Quebec, in loading ships and preparing timber?—Yes; in our own establishment we employ a great number of emigrants.

2674. What are the wages you pay to those men?—It varies; some seasons we have given 4*s.* 6 *d.* sterling, or 5*s.* currency, per day; other years we have got them at the average of 3*s.* or 3*s.* 6*d.* currency. I have taken the average at 3*s.* 6 *d.* a day during the shipping season, during the time I have known Quebec.

2675. Do you happen to know what wages are paid to agricultural labourers in Lower Canada?—It depends very much upon the season of the year; there are periods of the year when the agricultural labourer has no employment during the winter season, and there are slack seasons prior to the harvest coming in, but the agricultural labourer, as I should imagine, generally gets such a sum as we pay, from 3*s.* 6*d.* to 4*s.*

2676. Are not the agricultural labourers generally employed by the year?—They

They are in many parts of the country, in others not; many farmers depend on hiring labourers during the agricultural season; they merely employ their servants and dependents during the rest of the year.

2677. In many parts they are engaged by the year?—Yes; in Upper Canada, I believe, that is very much the case.

2678. Do you know what wages they get for that?—It varies very much in different cases.

2679. You are, of course, acquainted with the qualities of timber exported from the Colonies?—I am.

2680. Has there not been a change in the proportion of timber; has not there been an increase from Canada?—The exportation from Canada has increased, and the quality of timber has very much improved during that period.

2681. In what articles has there been an increase?—The articles of red and yellow pine have been required in England; there has been a very great increased demand, and an improvement in the manufacture of the article, arising from their going farther back to obtain their supply.

2682. Does any red pine now come from the United States?—I should say that one-thousandth part of the supply; in fact, it amounts to nothing. I do not think there are 1,000 loads annually; it comes from the Ottawa district, and the tributary streams of that river.

2683. The yellow pine?—That comes also exclusively from the British side, from Upper and Lower Canada, but from all parts of Upper and Lower Canada.

2684. The oak timber?—The great supply now comes from that district, opened by the Rideau Canal, and it is likely to afford the whole supply for many years to come.

2685. On the British side?—Yes; it goes through the finest oak districts in the country; and there is now water communication with it.

2686. Have you a table of the prices of different sorts of wood at Quebec for some years past with you?—No, I have not got one with me.

2687. Has there been an increase or diminution of price within the last few years?—Like all other articles of commerce, that fluctuates, materially depending on demand and supply. Last year's prices almost doubled in many instances, in consequence of a want of supply in the Lower Provinces, from want of water in the streams, which caused an extra demand.

2688. Putting last year out of the question, which appears to have been an extraordinary year, what do you take to have been the average shipping price of red and white pine?—I should say the average price of red, 8*d.* to 8½*d.* sterling; the yellow, about 4½*d.* to 4½*d.* sterling per foot: that would be 33*s.* to 35*s.* per load for the red, and 17*s.* 6*d.* to 19*s.* for the yellow.

2689. Is that currency or sterling?—Sterling. We generally ship it now sterling on board, free of shipping charges. The shipmasters come for it, and bring it off to the ships.

2690. What are the expenses of shipping?—On pine timber as nearly as possible about 1*s.* 6*d.* to 2*s.* 3*d.* a load; red pine is more expensive in shipping than yellow; the lumbering is more expensive; yellow I should say 1*s.* 6*d.* and red 2*s.* 3*d.*

2691. Can you furnish the Committee with any information of the average cost of bringing down the timber?—That question not being practically conversant with, I should be sorry to hazard an opinion on. It depends on a variety of circumstances; some men have brought their timber to market in half the time others could get their timber down, and it is impossible to say what the cost is. I have endeavoured to get it from the men themselves, and they never could say what the average cost was.

2692. Is there a duty anywhere?—The bulk of the red pine timber is now cut on unconceded Crown lands, to obtain a licence for which the party must pay 1*d.* per foot to the Crown, that is 4*s.* 2*d.* a load; the great bulk of that is now cut on unconceded Crown lands in the Ottawa district: the yellow pine is not so exclusively cut in that way; on the contrary, a great portion of it is cut on private property, property conceded by the Crown; but if it is cut on the Crown lands, it pays one-half that duty.

2693. Have you ever made an estimate of the risk in bringing down this timber from loss of rafts and casualties of that kind?—It was much greater some years ago than it now is; the men have got more into the habit of it, and are more expert, and are better acquainted with the various currents of the river; as they have become better acquainted with the nature of the trade they are more expert; and they have

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materially also lessened the risk by cutting short canals themselves, going round the rapids and falls, which they formerly used to shoot; they used to break up their rafts and unite them again, which added materially to the expense and to the loss.

2694. Where are those canals?—When I speak of canals, I do not know that I describe them correctly; the principal is at the Chaudiere Falls on the Ottawa, just above where the Rideau Canal debouches.

2695. Would you take 10 to 15 per cent. to insure against those wrecks?—That is a question I have never considered well, and am not particularly acquainted with.

2696. The cost of the timber, exclusive of the duty, where it is taken from the unconceded Crown lands, is the mere expense of cutting it by the parties engaged and of rafting it down, including the risk?—The expense of felling the tree, preparing it for shipment, hauling it to the river; much of the timber is cut at a long distance from the river, and is hauled sometimes with horses, sometimes with oxen; that all adds to the expense; then there is the supply of the men who cut the timber and their wages.

2697. The price may be resolved almost wholly into the wages of the persons employed?—Yes, and supplying them with food also; the cattle they sometimes get from the farmer in the neighbourhood by hiring, sometimes by purchase; they have also to purchase fodder for them.

2698. Does it come within your knowledge that those people employed to cut the timber and to get it hauled are the same, or do they generally divide the trade?—No, they are a mixed class. Many of them carry back to their families a very considerable sum, I should think the majority of them; many when they get to the capital are improvident and spend their money, and the harder the money is earned the more improvidently I have observed it is spent, sailor-like; but many employed in the lumber trade up the country never visit Quebec, but leave when the timber is at the water's edge.

2699. What do they do then?—They go back to their farms; no man in America will continue as servant the moment he can support himself on his farm, and they then have grants of land: but he cannot do without the means of living for at least a year and a half. They purchase from Government 50 to 100 acres of forest land; they cannot acquire a subsistence from that without the means of supporting themselves and their families a year and a half.

2700. Are you acquainted with the saw-mills in Canada?—I am not personally interested in them; I know a good deal of them, from carrying on business which is supplied from them.

2701. What is the general construction of saw-mills?—Some, not many, very large. Some are carried on on a very small scale. They have been increasing for many years past, and are still increasing as the demand increases.

2702. There are two or three of large construction, are there not?—Yes; there are several large mills in the neighbourhood of Quebec, and several up the country.

2703. The ordinary construction of a mill in the country is a very simple one?—Very simple; the original mill erected by the inhabitants was a mill with one saw.

2704. What should you think was the average cost of mills in Lower Canada?—Not being a proprietor myself, I can hardly say. I am aware that one mill alone cost upwards of 30,000 *l.*, Mr. Patterson's; it was formerly Usborne, Benson & Co.'s. There was a water-way cut through solid rock, which cost a deal of money.

2705. Do you know the number of saws that that has?—I cannot speak to the number of saws; I can speak to the quantity it produces. I have known it cut 3,000 12-feet plank every 24 hours; but then it was working day and night.

2706. Can you state what they did in one of the most productive seasons?—I cannot speak to my own knowledge; but I could come to that by the number of ships Mr. Patterson has loaded; I think he has loaded 30 to 40 ships in the course of a year. I know he has loaded a large fleet of ships from the produce of that mill.

2707. Is that mill still in existence?—Yes.

2708. In whose hands?—Mr. Peter Patterson's.

2709. What is the cost of the ordinary mills of the country?—Those mills have gone almost entirely out of use: they have increased the number of saws, the single saw cuts the deals so very irregularly. On bringing them for sale to Quebec they are subjected to inspectors, who select those better cut; they have thought it best to run the gangs of three or four saws, according to the power of the mill.

2710. Have you known mills which have cost 3,000 *l.* or 4,000 *l.*?—Some of them

them cost more than that; they have become great producers of mills in Quebec; from 100*l.* to 200*l.* would be the value of the old mills, but they cut for the local consumption of the country, not for the export trade now.

2711. How many deals would that cut in the course of a year?—A very trifling amount.

2712. What do you mean by three or four gangs of saws?—Instead of running one saw through they put on two or three, leaving 3¼ inches; it cuts the deal more regularly.

2713. What is the cost of that mill?—I cannot say; it must depend a good deal on the state of the site, the water-service as they call it. If they have to make a dam for their water, to enable them to cut all the year through, that will cost more; but the expense gone to in merely the buildings erected would not be much; the machinery is not at all expensive, but a man would have to pay for a good site.

2714. How many deals would a mill, with a gang of two or three saws, deliver in one year?—I have no means of judging.

2715. Have you the means of knowing the amount of capital invested in saw-mills in the country?—I have not.

2716. Have they circular saws?—No; all the large mills of Canada have circular saws for the purpose of cutting the ends, and cutting off where there is a wane-edge.

2717. Some of the saws will cut lengthways by circular motion, will they not?—Not any that I have seen.

2718. Do you think it possible to give an estimate of the amount of capital invested in saw-mills in the two Canadas?—I should think it almost impossible.

2719. Do you know any other mill besides Mr. Patterson's that cost 30,000*l.*?—No; that cost more because of the water-way they cut.

2720. Do you know the mills of Gilmore & Co.?—No.

2721. Patterson's mill was erected during the war?—Yes.

2722. At the time when everything was dearer than it is now?—Yes; it would not cost anything like that money to erect it now.

2723. Would it cost 10,000*l.* now?—I should think it would cost 15,000*l.* now.

2724. It is still in good order?—Yes. Mr. Patterson laid out a good deal of money upon it two or three years ago, in consequence of its being partially burnt.

2725. Are many of the agriculturists partially engaged as lumberers?—An immense number.

2726. Are they chiefly emigrants or the old French population?—Chiefly the emigrants or those of British origin, born in the country, as far as the timber trade is concerned; the deal trade is in the hands of the Canadians, not only those who have mills of their own, but others.

2727. You say it is now the practice to draw timber a long distance down to the river; what do you call a long distance, one mile or five?—It varies from one to five miles. There are places where they haul it still further, that is oak timber. I have known them haul oak as far as 15 miles, before the Rideau Canal was constructed.

2728. Do those individuals continue with the same lumberer from year to year?—It is generally the source of occupation of the agricultural population during the winter; those who are industrious look to that as the source of employment in their leisure time.

2729. Is the timber contiguous and adjoining the river?—It varies very much, according to the district; a good deal of the red pine, I believe, still grows very near the banks of the Ottawa.

2730. Where do the plank deals principally come from?—From St. Lawrence, the Ottawa district.

2731. Many used to come from the United States?—Yes; we used to draw more from the United States, but there are contracts now executing for the delivery of plank deals cut in Canada at New York.

2732. Is the quality of the oak timber brought down by the Rideau Canal much improved?—I consider it the best we have.

2733. Is there much timber below Quebec?—No square timber.

2734. From your knowledge of Canada, do you think that the Canadas could continue to supply the quantity of timber they have of late years supplied without any advance of price?—I think they could continue it to the extent they have supplied for 50 years to come.

2735. What, in your opinion, would be the effect on the agricultural population

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of the Canadas, supposing the supply of timber from the Colonies should be reduced to the extent of one third or one half?—It would have the effect of dispersing a great part of the population, and sending them to the United States; where, from the climate, they could be employed the whole year.

2736. Would it have the effect of checking emigration to that country?—Decidedly.

2737. When a grant of land is made to a settler, how long does it require him to be employed in clearing and cultivating that land before it will afford him a subsistence for himself and his family?—If he is diligently at work upon his land, from a year and a half to two years.

2738. In your opinion, does the farming interest receive a considerable benefit from the trade, inasmuch as there are horses and oxen employed in the transport of the timber to the river?—I should think half the whole amount paid for the timber at Quebec goes to the agriculturist; at least one half.

2739. Does not it follow, as a matter of course, that if the means to the farmer of employing horses and cattle were greatly diminished, the value of the horses and cattle must be depreciated?—Decidedly.

2740. Such a circumstance must depress the agricultural interest greatly?—Undoubtedly. I consider the agriculturist of Canada is as much interested in the question as the commercial interest of Canada.

2741. Are cattle extensively employed in bringing the timber from the place where it is cut?—In hauling it to the river; it is the only possible means of getting the square timber to the river side.

2742. What is the practice of the lumberer who undertakes to get out timber; does he hire from the farmers in the vicinity of the place where he cuts at a rate agreed on, or how is that managed?—The great dealers of capital prefer purchasing the cattle as the more economical mode; those who have not the capital, hire.

2743. Does not hiring go on to a great extent?—A very great extent.

2744. You say it requires a year and a half to two years before a person can live upon his clearing; does that apply to all cases?—I speak wholly of emigrants in the Colonies going on uncleared lands; if the lands are partially cleared, if he purchases a farm partially prepared for him, that, of course, takes less time; or he may purchase a farm all ready to commence operations on at once.

2745. Suppose he has a farm uncleared; he goes on in September, clears four acres of land up to the 1st of May; he sows on the 1st of May; cannot he reap in September?—Yes.

2746. Cannot he live then?—I think that would not produce enough to keep him and his family; the first year, also, will be occupied in raising a house and a place for an out-house; that will occupy some time.

2747. Does not that depend very much upon the number of persons he employs?—Yes; but I am speaking of emigrants of no capital. The emigrant with capital can prepare his farm in a very short time if he employs sufficient labour.

2748. Has it been a very common habit with emigrants in Canada, those who succeed well, to go as farm-servants to the existing settlers, to save money, and then to get land?—I think I have stated that they go first as agricultural labourers.

2749. Do not you think there is sufficient demand of that sort to employ all the labourers who go out?—I think not.

2750. Do you know the demand now existing for canals?—The demand has been very great indeed; it cannot be so great now, from the Rideau and Welland Canals being both completed.

2751. You cannot state whether the canals are now waiting for the want of 5,000 hands?—That does not come within my knowledge.

2752. You cannot say that it is not so?—I cannot, of course.

2753. You state that one-half the value of the timber goes to the agriculturist; how do you calculate that?—The employment of the agriculturists and the agricultural produce used.

2754. Where does the remaining half go?—There is a very considerable consumption of Colonial produce: sugar, coffee, rum, &c.; there is the clothing of those men also, and all the variety of supplies of British manufacture.

2755. What proportion does that constitute?—It is impossible to compute these things exactly; my figures include the expense of getting it to the market also; in many instances, the Canadians are the raftsmen, but I do not include that in the advantage

advantage the agriculturist gains; then there is the merchant's profit, shipping charges, &c.

2756. Do you export British manufactures to Canada?—Not on my own account, but I do on account of merchants in Canada.

2757. Are you aware of the amount of shipping there is at Quebec?—I have a statement of it for many years past.

2758. Is that made from the Custom-house Returns?—Yes; the total tonnage cleared at the port of Quebec, being extracted from the Custom-house Returns; it is made up to the end of 1834.

2759. Do you know what proportion of that was employed in the timber trade?—I should say certainly three-fourths, and I think I might say five-sixths.

2760. Employed in the timber trade of the United Kingdom?—Yes.

2761. In large ships or small?—The tonnage is of a large average, but I could give that accurately from official returns of the Custom-house.

2762. Can you give the Committee an account of the tonnage cleared from Quebec to different places, distinguishing the United Kingdom from other places?—In 1834 were cleared at Quebec, in all, 1,289 vessels, 332,095 tons; of which there were for the United Kingdom:—

To England and Wales - -	603 vessels,	194,440 tons.
To Ireland - - - -	247 —	65,859 —
To Scotland - - - -	82 —	30,512 —
United Kingdom, in all - -	932	290,811

The rest being for the West Indies, Nova Scotia, New Brunswick, Newfoundland, &c. &c.

2763. From what is that extracted?—The returns from the Quebec Custom-house.

2764. Does any considerable smuggling of British manufactures or productions go across the frontier to the United States?—I should think not now; the duties in the United States I think are not sufficiently disproportionate to occasion any considerable smuggling.

2765. Has the trade to Ireland from Canada increased of late years?—Yes, wonderfully.

2766. And is increasing?—Yes.

2767. What are the exports principally, timber or deals?—I should think in about equal proportions.

2768. Have you any means of ascertaining what proportion of the import of deals is employed in packing-cases at the different manufacturing towns?—No, I think the quantity of deals employed in that manner is small, but the quantity of square timber is very great; it is cut up for packing-cases in the manufacturing towns to an enormous amount.

2769. Has the manufacture of deals been improved in America lately?—Very considerably.

2770. Are they cut better?—Yes, and more care is taken in selecting the logs from which they are cut.

2771. And the higher the duty the better the timber will come?—Yes.

2772. What quantity of the trade of Quebec in timber is carried on with Ireland, with reference to that carried on with England?—I think the Quebec Custom-house report gives it, so much to Ireland, and so much to the United Kingdom.

2773. Is the export of deals from Quebec to the United States increasing?—It is quite a new thing; I was not aware of it till lately; it is the first time. I imagine it is more of an experiment than anything else.

2774. Are the vessels which principally take such deals vessels going to the United States?—No, it is sent by inland navigation to New York, arising from the amazing mania for building at New York.

2775. Have you heard of any cargoes being sent from the United States to Halifax of timber or deals?—There have been two or three cargoes from Charlestown of their valuable pitch pine timber.

2776. Is that of recent occurrence?—It is, I think, within the last 12 or 14 months.

2777. Do you happen to know whether that is a trade likely to be increased,

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according to the present appearance of things?—The demand for that species of timber is limited to certain purposes.

2778. Has that species of timber been advanced in price here?—The cargoes have gone exclusively to Liverpool.

2779. Do you know for what purposes they are used?—No, I do not; it is very valuable for ship-building; almost all the American ships are built of it.

2780. If your house had an order to send a quantity of large masts from Quebec, could you execute that order without paying an enormous price, if it was not coupled with an order for timber?—We could not execute it almost at any price without purchasing the timber with it, and we must get an immense quantity of timber in proportion to one mast.

2781. Would it not appear, that if the timber trade were to go into any other channel, and the masts not be obtainable from that channel to which the trade was diverted, it would be almost impossible to obtain them?—It would be almost impossible to get them; if the timber trade was allowed to die away, the men would get out of the habit of getting it, and would require a large premium to induce them to go into the trade again.

2782. The one must be coupled with the other?—Yes.

2783. Is there not a higher rate of duty per foot for cutting masts?—No; it ranks under the head of yellow pine timber.

2784. Is there not a higher duty for cutting it?—No, not that I am aware of.

2785. According to the returns last year, there were 900 and odd ships entered at Quebec?—There were considerably more.

2786. Supposing the timber trade was diverted altogether from Canada, what portion of the 1,000 would resort thither in future for the purposes of trade?—I think the total number of ships requisite for the trade would not exceed 50.

2787. What circumstances, in your mind, could divert the whole of the timber trade from the North American colonies?—The putting such a duty on our timber as would prevent our sending it on the terms we do now. I think we purchase our timber as cheap as it can be afforded in Canada, and we do not get more than a very bare commission on bringing it to England.

2788. What duty, or what change do you suppose could by possibility annihilate the whole of the Canada timber trade?—I think a very small amount of change would annihilate it, unless the prices rose in this country.

2789. What amount of change?—The best way of answering that is, by stating that I have imported timber on my own account, and I found it remunerated me so very poorly, getting the market price here, I have given up almost that trade on my own account.

2790. Do you look upon the timber trade as not a remunerating trade?—I think it is a barely remunerating trade; at the outports it is better than in London; there is less competition, it is confined to fewer hands.

2791. You think the Canada timber trade is not a good trade?—I should be sorry to say that; it is the trade in which I am engaged, and if it was not remunerating, I would give it up altogether; but I think that the competition with the Baltic timber is so great in the London market, that they force down each other to an unremunerating price.

2792. You have now a protecting duty of 45 *s.*, supposing that protection were reduced by 10 *s.*, what do you think the effect would be?—It would deter all prudent men from importing American timber.

2793. Do you mean to say, you think that it would put an end to the import of American timber?—Unless the price rose very materially in the Baltic. I think the price in Canada is reduced to its minimum rate, that the shipowner carries it as cheap as he can; the article brings in this market but a very small commission to the merchants.

2794. You think a fall of 10 *s.* in the price to be obtained here would annihilate the Canadian trade in timber?—Unless there was a rise in the price of timber in the Baltic, or that the shipowner gets more than he is entitled to, which I believe no practical shipowner will say is the case.

2795. You are of opinion, that the present protection of 45 *s.* is essential to your carrying on the trade at all?—I think that brings it as low as it can be done at all.

2796. Are you aware, that in consequence of the protection, the consumer will then get 50 per cent. more for red pine timber in the Canadian market than he obtains for red deal wood timber in the shipping ports of the Baltic?—There is

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one circumstance which must strike any person at once, that the price of labour in the Baltic, and the price of labour in Canada, bears so great a disproportion, that our timber must cost more.

2797. Do you think we ought so to arrange our duties as to raise the price of timber in Canada up to a level with the relative price of labour?—That is a question whether the Colony shall be protected in her trade or not; it is the only export almost left to Canada; she has no export of wheat, and her export of ashes has declined to a mere nothing in consequence of substitutes used here.

2798. Are you aware that the yellow pine has come very extensively into use in this country, that hardly any substitute can be found for it for many purposes?—Yellow pine is used very extensively for in-door work and for packing-cases, and a variety of purposes.

2799. Musical instruments and hat-boxes, and blinds?—A variety of purposes; but if the supply of timber and deals from the north of Europe was bought at a cheaper rate than Canada timber, the consumer would use that which was comparatively the cheapest.

2800. Are you aware what prices the yellow pine deals, clear of knots, fetch in this market?—They fluctuate, like everything else, according to the supply.

2801. Have you ever supplied entire cargoes guaranteed to be clear of knots?—No; I should be sorry to contract for that.

2802. Do you know the price the deals, clear of knots, bear in the market?—It is a thing impossible, I never knew any quantity.

2803. Have you known of cargoes being delivered at 18 *l.* the Petersburgh standard?—I should be sorry to undertake to deliver them at 20 *l.*; I never heard of a contract of the kind.

2804. Is the timber from Canada as well prepared, manufactured and squared, as that coming from the north of Europe?—No, it is not.

2805. If by a change of duties a Canadian was forced to manufacture his timber in a better manner, would it not get him a better price in the market?—The inferiority of manufacture arises in the article of red pine; the tree grows tapering, which is not the case so much in the Baltic; in the Baltic they square their timber die square, end to end, which they do not in Canada; if they did so they could bring only very short timber: the consumer here complains of the tapering of the timber which arises from the nature of the tree.

2806. What is the present price of Canadian timber?—The price is 4 *l.* 10 *s.* a load.

2807. If the timber duty were equalized, is there any description of timber that would be exported from Canada?—I should think the large yellow pine would be required to a certain extent, but very moderate.

2808. Would masts or staves?—I think there is hardly any other part of the world from which masts can be brought.

2809. Is the timber of Canada sent to any other country in the world but the United Kingdom?—Masts are supplied to the French government.

2810. You said that if there were no timber trade, 50 ships would do the whole business of the country?—Yes.

2811. It appears that in the year 1833, 941 vessels entered into the port of Quebec, of those only 696 came from the United Kingdom, therefore the remaining portion must have come from some other countries; the remaining portion is 245; how does that square with your statement?—When I mentioned 50, I alluded to the trade with the United Kingdom only, the others are made up of vessels to the West Indies, the British Colonies, New Brunswick, Nova Scotia and Newfoundland; there are also a few sent to Portugal with staves, and some few vessels with masts and spars for the French government.

2812. Do not you think that a demand would be found for yellow pine deals, clear of knots, from Quebec, if they could be obtained, even if the protection now given to the Canada deals were very much diminished?—If the article could be procured, but I have already stated that I do not think it can be procured.

2813. Did you ever ship a cargo free from knots?—No.

2814. Had you ever an application for a cargo free from knots?—No. I have been asked whether I could ship them, and I have answered, decidedly not.

 2815. Supposing

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2815. Supposing it were possible, must not the manufacture of a cargo of deals free from knots be productive of immense waste, and thereby enhance the price to an enormous extent?—The quantity of timber which would be required to be cut to provide such a cargo would be enormous, and in fact amount to an impossibility; I never saw timber yet free from knots; some is more free than other.

2816. Supposing there should be a reduction in the protecting duty on American timber, namely, reducing the protection from 45 *s.* to 35 *s.*, would it be worth your while to keep a large mercantile establishment at Quebec?—I have embarked a considerable capital there, and I might carry it on on a something smaller scale as matter of experiment; I should not like to break it up all at once; but I have no doubt it would reduce from our shipping; as our house does 80 cargoes a year, that it would dwindle down to 20.

2817. What is the impression upon your mind at present?—That must depend ultimately on whether timber can be brought from the Baltic to answer the occasion of the increased demand; if the price of Baltic rose in proportion to the decrease of duty, or the increase on the other, of course it would come to the same point to us in Canada.

2818. If the price in the Baltic rose in consequence of the reduction of duty and the increased demand from this country, would it not then follow that the consumer would have no benefit from the reduction of duty?—Certainly.

2819. Are you aware that there is no substitute to be obtained from the European markets for yellow pine timber of large dimensions, clear of knots?—No, I do not think there is any substitute in the north of Europe; but if the consumer could buy an article not equally good perhaps, but equal to his purpose, that he could put two deals together of 11 inches broad, and that would cost him less than the one plank cut from the square log, he would adopt that which was best for his interest.

2820. Would not the consumer derive a benefit, even supposing the price the same, from the better quality of Baltic timber?—That depends very much upon the purpose for which it is used.

2821. You have stated that your house ship 80 cargoes of timber in a year; can you inform the Committee what proportion of those 80 ships carry out emigrants?—Our trade is in a very large proportion to Ireland, and, of course, every ship which goes there takes back emigrants or carries out emigrants.

2822. If there were an increased price given to the shipowner for carrying out those emigrants, would not that have the effect of cheapening the freight of timber home?—Yes, certainly; if the ship makes more money on her voyage out, she can afford to take less for her voyage homewards; it is all one voyage.

2823. Is not the rate of passage out of those emigrants now uniformly low as compared with the passage-money to the United States?—It is very low as compared with the passage-money to the United States.

2824. So far as it goes, it assists the shipowner?—The shipowner is going to Canada at all events to supply timber, and if he gets so many emigrants, it is so much gain.

2825. The price of labour in Canada being such as you have described, is it not probable that emigration would continue to the same extent if the passage-money was made dearer?—No; I think the tide of emigration would set more towards New York; it has done to a certain extent, and may do more.

2826. Have you chartered any ships to Quebec this year?—Yes.

2827. What freight have you given?—From 38 *s.* to 41 *s.*

2828. Do you think a shipowner would charter his ship at from 38 *s.* to 41 *s.* if he did not expect to make something by passengers?—I have chartered ships to go out in ballast at 38 *s.* the first voyage; the freighter being to take her for two voyages.

2829. Have you been concerned in ship-building in Canada?—Some years ago; but not for some years.

2830. What is the price for a new ship in Quebec?—It depends so much upon the times; I have not built a ship for some time past, nor contracted to have one built; but as near as I can form a judgment, the price has been from 7 *l.* to 7 *l.* 10 *s.* sterling per ton registered, for the hull, masts and spars.

2831. They have been sold for much less?—They have been at less in this market.

2832. Do you remember the price in 1826?—That year there was an enormous number of ships built in the Colonies, and many of very inferior materials; slop building.

2833. Do you remember at what price good built ships were offered?—The contracting price was high in 1826.

2834. Subsequently to the panic in 1825, at what price were ships offered in Canada?—There were very few sold at Canada below the general price; a great reduction of price took place in England; they were sold here.

2835. Do you remember the reduction of price here?—I sold a ship myself at the end of the year 1826, at 8 *l.* 10 *s.*, the registered ton, complete, with rigging and sails.

2836. Do you know that many were sold under that, subsequent to the panic?—I think it is probable; there were a great many inferior ships sold, perfectly valueless.

2837. What do you consider a remunerating price to the ship-builder in Quebec?—I think at 7 *l.* sterling per ton he can afford to build, without the masts and spars.

2838. What would it cost by the time she was equipped with sails and rigging, and so on?—I think 2 *l.* sterling a ton more would rig her, from 2 *l.* to 2 *l.* 10 *s.*; but I am speaking on a subject with which of late years I have not been practically acquainted; there has been a decline of late.

2839. Is the ship-building in a thriving state of late?—No. The best way to judge of a trade is by its comparative increase or decrease; the number of ships built of late has not increased.

2840. What is the average tonnage built the last few years?—I think this table gives it from 1825 to 1834.

2841. How many ships were built?—In 1825, 61; in 1826, 59; in 1827, 35; in 1828, 30; in 1829, 21; in 1830, 11; in 1831, 9; in 1832, 13; in 1833, 11; in 1834, 18.

2842. Are those bad ships you described to have been in 1825 and 1826 still in the trade?—No, I should think the greater part of them have ceased to exist; they are scattered. At that period, from the excitement of the commercial world, a very large number of men embarked in every speculation, so that in fact they were sent to this country for sale; many of them had little or no means, they got advances and sent them home for sale.

2843. The lowness of freight arose from the multiplication of ships at that period?—The freights were very high just at that time.

2844. If you send home a ship that is built at Quebec loaded with timber, do you not do it to advantage, inasmuch as you have not to pay the expense of the homeward voyage; therefore, is it not clear that if you buy the ship in that way, with a cargo of timber, you ought to deduct something by reason of the bonus you get by importing a cargo of timber in that manner?—Yes; certainly it is a bonus to the person building the ship.

2845. At what would you estimate that?—The extra sum of fitting out the ship is very considerable, therefore it is not so much as may be thought; I think I should reduce the price 1 *l.* a ton; I mention that as merely a supposition.

2846. You state the rate of freight to be from 33 *s.* to 41 *s.*; is that to the port of London?—Taking it generally.

2847. Do you get the same freight for cargoes to Ireland?—It depends upon the port; some ports pay more, and some less.

2848. If there was from any circumstance to be any interruption to the trade to the Baltic, and no timber, or very little supply came from thence, would not the Canadians raise their price upon us?—Of course, they would raise their price according to the demand, as they did last year, in consequence of the deficiency of supply from the other ports of America.

Martis, 14° *die Julii*, 1835.

THE RIGHT HON. CHARLES POULETT THOMSON,

IN THE CHAIR.

Mr. *John White*, called in; and Examined.

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2849. WHAT is your business?—I am an Architect and Surveyor, and have been extensively engaged in the timber trade, at Whitehall-wharf, Westminster.

2850. Have you been engaged in building?—I have, on my own account a little, and as an architect a good deal.

2851. Do you find that the European fir wood which comes here is brought to the market in a state the most suitable for your purposes?—Unquestionably not.

2852. Will you explain why?—Buildings require the greatest variety of form and shape which can be had, so far as they regard the qualities of the materials, particularly in the article of fir timber and deals; oak not so extensively; I allude more particularly to what formerly came into the market as two-and-a-half deals, which suited the builder for all purposes of flooring, doors and windows, as well as sashes, and were more generally useful than three-inch deals. There was likewise formerly a greater variety of lengths than there are at present, and it will be evident to the Committee that the lengths of apartments being different, the greater variety of lengths are required to work in the more advantageously; the same applies particularly to doors, sashes, window-shutters, and all other fittings of houses.

2853. Does this inconvenience of which you speak arise, in your opinion, from the mode of levying the duty on deals in this country?—Most unquestionably. In the early part of my time hardly any three-inch yellow deals came, what did come were from Petersburgh or Onega, and also some from Sweden; the Norwegian were generally two inches and a half. I have in my pocket an inventory of the year 1792, which was previously to there being any large duty on the article, and I apprehend that this would show distinctly to the Committee, that if the trade were let alone without duty, it would resolve itself into that which was either more convenient for the public using it in England, or to the person abroad who converted his logs into the form required. I here perceive that the longest length from Norway is 13 feet, and it is down to 7 feet; I find Onega from 20 feet, as low as 12 feet. Onega was considered the best produce of Russia at that time, and the Onega deals go as low as two inches, and even to one and a half, in thickness. I see Petersburgh timber, but not Petersburgh deals.

2854. You say, that if the trade were allowed to go without duty, those various lengths would come for the greater convenience of the trade; could not that convenience be given by a different mode of taking the duties from that which exists at present, leaving always the duty?—There is no doubt of that.

2855. State to the Committee your opinion upon that subject?—I think all the deals might be arranged in the form of parallelopidons, the same as firewood is put into, so as to take them tolerably in masses by cubical contents.

2856. Would that necessitate the taking the cubical contents of each deal, or do you allude to some plan by which the cubical contents of a mass might be taken, allowing for the small space which would intervene?—No: but it would be very easy to have a table, so that by counting you might do the same thing; that table might be prepared, and you would then only have to count so many of each sort, and the amount would appear by the table. We had tables in the timber-yard, and that was the way we worked them.

2857. In what state do the deals which you employ generally come from the Colonies; what are the lengths?—They come of almost all sizes and thicknesses, but principally 12 feet long, 3 inches thick, and 9 inches wide; 12 feet by 2 ½, not so many. It is the yellow east country deal builders require most of, 2 ½. I account for this easily; the best deal floors ought to be an inch and a quarter thick; our nails hold down

down an inch and a quarter board; if you have three-inch stuff it must be cut into two boards, each being an inch and a half, and the common floor brad does not perform its business so well; it can be done by spikes or larger nails.

2858. Do you attribute the circumstance of deals of more convenient lengths coming from the Colonies to the duty being so low, that the additional duty paid upon short lengths is not equal to the advantage gained by the convenience of having those short lengths?—I think it is very fair to infer that it is so, for it was exactly the case on the European deal before the duty was placed so heavily upon it.

2859. Will you state the different qualities of deals which you use for different purposes; to what purpose are the Baltic deals chiefly applied?—I consider for all purposes of joiner's work, for the best work, Norwegian or Swedish deals, and where extra width is not required; on the contrary, where great width is required for making mouldings and panels, and for other purposes, American timber cut into wide plank is extremely desirable, and frequently obtains a very good price, even higher than the Norwegian deals.

2860. There are some purposes, then, to which the Colonial deal is better suited than the European?—Yes, for mouldings, I certainly think so, picture-frames and a variety of purposes, in which a tender wood is necessarily useful; also for various in-door purposes.

2861. For purposes of building, in which the large timber is used, what is your opinion as to the relative qualities?—I used to think that the Riga timber was the best that came to the London market; it was better squared than any other; it had unfortunately holes at the end, which were wasted sometimes, being over-measured (as we said unfairly by the Custom-house officers). We did not like Riga so well as good Memel and Dantzic; but of late I have thought the best Baltic timber has been cut into deals, and that we have had a much coarser supply in the London market, the duty falling heavier on timber very considerably than it does on deals; the duty is higher upon the log than it is upon the deal.

2862. In the period to which you refer, before high duties were imposed upon European timber and deals, was there a considerable quantity of that which now comes in the shape of deals, which came in timber, and was sawed up into deals here?—I should say yes. By this extract of the above-mentioned inventory, I see there is Memel, new Dantzic and old Dantzic; the new Dantzic was that called Polish squared, and the old Dantzic that which came with a degree of wain and tapering; there was Riga and Brewick, which was a log imperfectly squared, made into a sort of octagon; then there was die-square yellow Petersburgh and white Petersburgh; very little white Petersburgh.

2863. Was not there Dram timber?—I do not see any Dram in the list, but the port of Brewick is not a long way from Dram; it is almost the same thing.

2864. Do you conceive that the present mode of taking the duty on deals, which makes so much difference in the duty according to the lengths, prevents a good deal of that wood which formerly came in the shape of timber, and was sawed up in this country, from coming, and substitutes deals for it?—I am quite of that opinion, particularly as it relates to Memel; a great many more Memel deals come now; formerly very few Memel deals came.

2865. What would be your remedy for that; a scale of duty according to the cubical contents, or what?—If I were humbly to offer an opinion, my opinion would be, that the duty on the log should be less than the duty on the converted article.

2866. With reference to the mode of taking the duty, what would you suggest as a practical man?—I believe the calliper measure always is rather more than the log actually contains; because, in passing the calliper up and down the log, it necessarily gives its fullest size, not its smallest size; there is therefore a little waste in it; and in deals you have this advantage, there is no rottenness in the deal, and you may find a very faulty log in timber, which is a loss to the consumer; the defects cannot be seen while the timber is in the log.

2867. With reference to the mode of taking the duty on deals, what would you recommend in preference to the present mode, to which you object?—I think a graduated scale could be made very nearly to answer the purpose of cubing, because when the importer found that that was the case, he would arrange his cargo so that it might be taken so as easily to be reduced into cubic measure.

2868. By a graduated scale, do you mean going from one to two feet difference?—Yes; I should say two feet for ease; I think if there was any trick, the Custom-

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house officer could easily perceive if there was an endeavour to cheat the revenue, by calling one length for another.

2869. You think a scale, graduated every two feet, would be near enough to the cubical contents to answer the purpose of affording a convenience to trade?—Indeed I do.

2870. What would you state with regard to the breadth and thickness?—I think the seven-inch batten should remain pretty nearly as it is; we never hardly require anything under seven inches in a floor; there must be two nails to a batten as well as to a deal; I should say 7, 9, 11, and so on; that is what we call the present difference between the deal and batten, seven inches being a batten and nine inches a deal, and 11 inches a plank; that appears the sort of arrangement of former times, and to have been satisfactory. The objection to that is, that the timber from Sweden cuts better to 10 inches than any other. The timber of Sweden is of a growth between the Norwegian and the other ports of the Baltic.

2871. Do you believe, that if the scale of duty were thus altered, it would be in your power to give to the poorer consumers the timber at a cheaper rate?—I think so; because there are a great many carpenters' shops in London, and in places where they cannot use a long deal; they cannot turn it to plane it end for end, and there are a variety of little modes of convenience which the great carpenter can avail himself of at present, the man who has large and extensive premises. The smaller man cannot pile the long deal up for instance, his workshop is not calculated for it.

2872. In consequence of the long lengths and great thicknesses of the deals which come here on account of the duty, is there not considerable waste in cutting up those deals and arranging them for ordinary purposes?—There must be some; but I do not think that is so much as is apprehended. I think the great waste is abroad. There is waste undoubtedly; if architects require, for instance, an inch and a quarter floor, there must necessarily be the waste of half an inch if cut out of three-inch deals.

2873. Is a 16-feet deal a serviceable deal?—I think it is; people have got accustomed to it now from the duty; there are but two lengths duty on deal, whether it is a long one or a short one. The waste of the rough end of the deal applies to the shorter deal equally. A great many carpenters like long deals as well as short ones, but they want both.

2874. Can you give the Committee any information on the subject of the quality and durability of the two kinds of timber, or the different kinds that come from each place, Europe and the Colonies?—When I was examined I gave in some very particular papers which had a great many experiments, and I beg leave to refer to them. I tried some rather expensive and curious experiments upon them; they will be found in my evidence before the Committee of the House of Lords in 1826. Mr. Treadgold, very well known as a scientific man, tried those experiments with me, and we made them with some degree of accuracy.

2875. What was the general result of the observations you then addressed to the Committeee of the House of Lords?—I had sections of different deals cut as nearly as I could with the same curvature (the same ring of the wood), and I tried them by having a weight imposed upon the middle, and they were broken by the excess of weight; the general result was, I think, one very favourable to the Longsound * timber.

* A place in Norway.

2876. The experiment was to try the relative strength?—Yes, the friction was ascertained, and what actually produced a fracture, and the number of fractures was observed.

2877. What was the result?—The strongest specimen of foreign timber was the Longsound one, from the western coast of Norway.

2878. With reference to the durability, what is the result of your experience?—I am quite satisfied that the best yellow deal of Norway is the best article for joiners' purposes, for sashes, where perhaps the greatest durability is required with the smallest substance.

2879. Is that the quality which is generally used for sashes?—Yes, it is.

2880. Does that come expensive?—Yes, it is unquestionably expensive.

2881. In the building and construction of houses of a poor description, does it enter into them?—No, I conceive not, except very partially.

2882. To what do you attribute that; to its high price?—Yes, to its dearer cost.

2883. That is owing of course to the duty?—Certainly; it would be the cheapest article,

article, from its lowness of freight, in the London market; it is the cheapest in the French market at this moment.

2884. What is the relative durability in window frames and sashes of the one to the other; will the yellow deal of which you have spoken outstand the Colonial once or twice?—I should say the difference of period would be 30 years and 12 to 15, or something like that; there are some purposes, as shingling, in which I think the American not painted will last very long.

2885. Are you acquainted with the building which has gone on in the outskirts of London for some years past?—Yes.

2886. There has been a great deal of it?—A great deal indeed.

2887. What has been the wood chiefly used for different purposes in those constructions?—White spruce deal for the flooring, and I think they have principally used for sashes externally, notwithstanding its cost, the Baltic or Norwegian.

2888. Has that been in the better class of houses?—No, I speak generally as regarding sashes, frames and outside doors; I think that those purposes have still occasioned Norwegian or Petersburgh to be used; a good deal of Petersburgh has been used certainly.

2889. What is the durability of American white spruce, as compared with European timber for flooring?—I do not set the durability of white spruce very low. I think that the durability of the American white spruce and the durability of Norwegian white deal are not very different for the inside flooring of a house, but one stands better than the other; one twists a good deal and shrinks a good deal, the other does not twist or shrink so much, but as to durability I do not think there is a great deal of difference. I was comparing the Norwegian yellow wood with the yellow pine of America, for I never saw an American white deal used for sashes or for an outside door, that I remember.

2890. It is not good enough?—No.

2891. Nor Norway white pine neither?—I have seen it used, but very seldom.

2892. What is used for the rafters in those houses?—In cheap buildings, I have seen a good deal of the yellow pine of late used for rafters.

2893. What is the durability of that, as compared with the European, for rafters?—If it is used under a pantiled roof, I think it is very fairly durable, for there is a good deal of circulation of air. I do not set it down very low. I think American pine exposed to the air is very fairly durable, but if it is enclosed, and the end is in a green wall, quite the reverse; if it was used as a plate, by which I mean a piece of timber laid upon a green wall, it would decay very shortly, but used as rafters and partitions, it would last a good while.

2894. Would that be the case with European timber?—A plate of European timber would last much longer under the circumstances of being laid upon a wall.

2895. In speaking of European timber, you mean the yellow European timber?—Yes.

2896. Are you of opinion that if European timber came here at rather a lower rate, in consequence of any change in the duty, say about 10*s.* lower, the consumption would be considerably increased from the preference given to that over Colonial?—I think it would, to a very considerable extent, supplant that use which I have been speaking about, most undoubtedly.

2897. Specify which use?—The use for all timber placed in walls, as plates or as joists.

2898. For other purposes, you think the Canadian would hold its place?—I think there are a great many purposes for which there is no substitute for Canadian timber.

2899. Have the goodness to state some of those purposes?—Moulds, picture-frames, hat-boxes, they give the largest price I believe of any fir timber; that is, the grain of Canadian timber is very fine, it admits of being cut into a thinner boarding than any other, and also for musical instruments.

2900. Purposes of wainscoting?—For panelling; a great deal of internal panelling.

2901. It is very superior for internal panelling?—Yes, from its great width, and it stands well; when it is once well-seasoned it stands extremely well.

2902. You think that Canadian timber would be able to hold its place for all purposes, except where it had to be laid on brick-work?—Yes; but wherever strength and durability is required, there the Baltic timber will still have the preference as timber, where it is used in scantling, and not used for purposes such as I have specified.

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2903. Have you made any calculations or tables of the prices of different qualities of timber or deals used in building?—I have only this extract of an inventory in 1792, which was before the duties.

2904. Can you state to the Committee, in the construction of an ordinary house, a fourth-rate house, what would be the difference between the employment of Canadian and the employment of Baltic timber?—I should say from 20 *l.* to 25 *l.*

2905. Have the goodness to state the elements of that calculation?—Suppose

		£.	s.	d.
Baltic, &c.:				
Four loads of Memel timber, at 5 *l.* 10 *s.* - - -		22	–	–
1 ¼ C. 12 ft. 3 in. Christiania deals, at 33 *l.* per C. -		41	5	–
		63	5	–
Canadian:				
Four loads of yellow pine, at 3 *l.* 15 *s.* -	£. 15 – –			
1 ¼ C. 12 ft. 3 in. spruce deals, at 22 *l.* -	27 10 –			
		42	10	–
	£.	20	15	–

2906. On what outlay for timber would that be?—In the cost of about 60 *l.* for the timber and the deals.

2907. What would be the relative durability of a house built of each of those different kinds of timber; how long would the house, if it were built of American timber last, as compared with one in which the European was used?—Supposing American timber were used, and I, as a surveyor, were to say how long the lease should be granted, I should say 60 years, and the other, to be equivalent, would be 99; those are the terms usually granted for such buildings.

2908. What would be the total cost of a house such as that you describe, which would require 60 *l.* of timber in its construction?—From 250 *l.* to 300 *l.*; say 240 *l.* to 300 *l.*

2909. Does that difference practically in your observation induce parties to use the American timber?—Certainly.

2910. Can you state to the Committee any proofs that have come within your own knowledge, of the Canadian timber, when resting on a green wall, becoming so much sooner decayed than the European?—I had occasion to take out a beam at a house in Bryanstone-square, where it was the only beam used; it was used on account of its size, a 16-inch piece of timber; it was taken out within four years after it had been employed; it was gone at the end.

2911. Was it throughout bad, or at the end only inserted in the wall?—The end; and the fungus had crept along from the end, so as to weaken it throughout.

2912. Do you conceive American timber is much more subject to the dry rot in close situations in a house than the Baltic?—I am quite satisfied of that.

2913. Can you state any instances of that?—I saw a whole set of beams used for the purpose in Coleman-street, which were of red pine, not of soft pine, so affected. I likewise saw a ship broken up at Rotherhithe, in which both red and yellow pine had been employed, and the timbers were affected throughout.

2914. Have you seen similar instances of the dry rot in the case of Baltic timber?—I have seen the Baltic timber affected with the dry rot, but not so extensively, nor where there had evidently been so rapid an attack of fungus.

2915. How old was the ship you refer to?—I do not know from my own knowledge.

2916. You are quite clear that in the instances you refer to, the Canadian red pine was rotten as well as the white?—I sold it to the builder myself, and he called upon me, and I inspected it, and that was within six or eight months after it had been so employed.

2917. How long ago was that?—About 16 years ago.

2918. Is not it the case that the Canadian timbers come in a better state of manufacture than they used to do?—I believe they come in a better state than they used; I have seen much less fungus than I used to see; I think the length of the voyage has to do with it, the ship not being aired, or for some similar reason as to ventilation.

2919. Do you think the dry rot arises from something in the manufacture of the timbers?—It is a vegetable, no doubt.

2920. You

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2920. You consider it the vegetation of the juice of the tree?—I believe it will bear seed like any other criptagamious plant.

2921. Do you suppose it arises from the time at which it is cut in the woods; or the manner of bringing it down; or that it is an inherent defect in that species of timber?—I have tried to study that matter naturally, as I ought to have done as a timber merchant, but I never could satisfy myself of the origin of it, whether it is inherent in the timber or not; it seems to me that if there is a proper atmosphere for it, it is sure to grow.

2922. Do you know anything of the action upon it of Mr. Kyan's preparation?—Yes.

2923. Can you state to the Committee whether that preparation has a different effect on the European from the effect it has upon the American timber?—I think Mr. Kyan's preparation is an active poison to the vegetation of this plant.

2924. And that by its use it renders the American red pine equally lasting with the European timber?—As far as the dry rot goes, I should say yes. I have another objection to the red pine in its drying light; it dries specifically lighter; it has of course not so much strength in the substance; it loses its moisture from the effect of the atmosphere, and is not so strong.

2925. You have observed that the American timber is less liable to the fungus than it was formerly; do you think that rather owing to any difference in the preparation and transport, than to anything in the tree itself?—I think that its situation, and the peculiarity of the atmosphere on the voyage, produce it.

2926. That it is the treatment of the tree after it is felled, and not anything in the quality of the timber itself, which renders it liable to the dry rot?—The fungus will sometimes grow on one thing, and sometimes on another.

2927. As you import the same species of timber, can you account for the diminution of those defects in the tree only from the improved mode of treatment?—I think a great deal is to be attributed to that; I do not think it is exclusively so; but I think there is an inherent disposition in all timber, some more, some less, to generate dry rot in particular situations.

2928. Has it fallen to you to see many instances of English oak affected with dry rot?—Yes; we had a great deal at the Duke of Devonshire's at Chiswick, when my father was employed there, many years ago.

2929. You do not consider English oak as in itself a timber without the quality of durability?—But it is not so susceptible as fir.

2930. You have never been in the North American Colonies?—No.

2931. Are you aware whether the dry rot is much complained of in the Colonies?—I think it begins in the ship; I have seen the dry rot between the deals and between the timber when in the ship, and going into the wood very deeply.

2932. You have seen fungus extending from the ends?—Yes.

2933. But you think it is something inherent in the timber itself?—I think the seed of the dry rot is there, but that the circumstances that cause its vegetation are for a time absent.

2934. Into what classes are the houses generally built in London and the neighbourhood distinguished?—There are four principal classes; the smallest class of attached house is called the fourth-rate, they are the most numerous; the next is the third, the shop or moderate trade-houses; the second-rate are superior private dwellings; and the first-rate, which goes to any extent, they are limited by squares of buildings, the lowest 3 ½ squares, the next 5 ½, the next 9, and the first-rate upwards.

2935. Is American timber used in the construction of all those classes of houses?—I think little in the first or second, excepting for panelling and mouldings, where its qualities render it particularly serviceable.

2936. To what extent is it used in the third and fourth-rate?—It depends very much upon the shabbiness of the builder.

2937. Will you explain that?—If he can thrust in timber, or being a speculator, he tries to build cheaper than another, he necessarily introduces the cheaper article.

2938. Is it not very desirable that all the materials used in the building of a house should have about the same degree of durability?—It would certainly be desirable that they should; and it would be very desirable that the purchaser, who cannot see what is hid by the floor and otherwise, should not be cheated, which is very frequently the case.

2939. Is there fraud frequently by the introduction of American instead of Baltic timber?

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timber?—Most undoubtedly; in part it can be seen; any judge can distinguish between Baltic deal and pine deal or the Christiania white deal and the American spruce, if he uses his own eyes; but there is a part of the timber concealed, of which he knows nothing.

2940. In that part of the timber which is concealed, fraud may be carried on?—Certainly.

2941. So that it is not discovered until the house is repaired?—It is not.

2942. Is there not a great difference in the quality of the bricks, and the other materials used in the construction of houses?—Indeed there is; in nothing more.

2943. Is there not the same inducement of cheapness to a speculative builder to employ inferior bricks, in preference to good ones, at a low price as in timber?—Yes, he does that, and they are concealed likewise by plastering, and the purchaser knows little about it.

2944. You have stated, the white deal of Norway, the low description of deal, is little, if at all superior in quality to the deal imported from America?—Yes.

2945. If encouragement were given to the substitution of deals imported from Norway, instead of those imported from America, would there not be the same inducement on the part of the builder to employ inferior Norway deals that he now has to employ American deals; supposing the duty to be the same on the inferior deal of America and the better description of Norway, would there not be an inducement to the builder to prefer the inferior to the better?—Undoubtedly there would.

2946. Would it not appear then requisite, in order to ensure to the consumer the best article for those superior purposes, that a distinction should exist in the duty chargeable on the better description of deal and the lower, if the object is to encourage the importation of the best quality of material?—I should think that would be the result; the inference would be, that if you wanted to encourage the best article, perhaps you would put it at the lowest point of duty.

2947. Are you aware what was the price of Norway yellow deals before the great rise in the duty, which took place in the year 1810, and what it is now?—Twelve-feet three-inch Christiania yellow deals were 60 *l.* per 120; they are now 32 *l.* per 120.

2948. Previous to that time you stated that Brewick timber was imported; rack deals used also to be extensively imported, did not they?—Yes.

2949. Were they not of very inferior quality?—They were generally of the same quality perhaps as the main timber; but by being cut out with the sap running to them, they would be both sappy and slabby; those are what we call rack deals.

2950. Were they not extensively imported from Norway and Sweden previous to the change of duties?—They constituted about one-fifth part of a cargo; the merchants would not sell a cargo without taking some rack and some seconds; they came in three qualities, the best and seconds, with a few rack; and generally the timber merchants had a great many of what were called second rack; they made the seconds into rack because they did not think them of quality sufficient to be reckoned as second deals.

2951. Was there not a description of deals known also by the description of thirds?—I do not remember any thirds; I have made an extract of an inventory in the year 1792, which, though a little before my time, is, I know, accurate; I see rack, but none of the nature of thirds in that paper.

2952. Upon the whole, is it your opinion that such an arrangement of duties as would substitute an importation of Baltic for American timber would secure to the occupier of a house in this country a certainty that the best timber would be employed in the construction of houses, instead of the American timber, which you have stated is now employed?—I think there are a great many rogues of builders who would use inferior articles, somehow or other, to undersell their neighbours.

2953. And who may have inferior articles, if all were imported from Europe?—It is impossible to bring all superior deals; formerly, when the trade was open, or nearly open, the people abroad compelled us, if we took their best, to take a certain quantity of rack or seconds.

2954. Would not the liability to importation of inferior timber be, in your opinion, considerably increased if the demand for the aggregate quantity were greatly increased?—Certainly, if it can pay; it is a question of pounds, shillings and pence; but there are always shabby builders.

2955. If you greatly increase the demand from Norway, would it not increase the necessity for taking an increased portion of the supply in inferior deals?—I think

I think it would, excepting that France takes nearly all those. A great trade in those inferior articles has arisen to France; if that were not to continue, I have no doubt they must send them here.

2956. Do you think the present arrangement of the duties on Baltic timber has the effect of obtaining the best Baltic timber for this country, the inferior going to other countries?—I think that has been the case. Since there has been a relaxation in the fire-wood duty, a great many of those inferior deals have come in the shape of fire-wood, which did not come before.

2957. You say that the effect of the present scale of duties has been to bring the superior article from the Baltic to this country, and send the inferior to foreign countries; and yet twice in your answer you say that a great deal of inferior timber has come from the Baltic lately?—They have cut the bad deals into short lengths, and split them into pieces; but the deals which have gone abroad principally have been the thin deals which come from the outside of the log; they have gone to France to a very large extent.

2958. You have stated, that on a fourth-rate house the difference between the employment of Canadian and Baltic timber would be about 20 *l.* on an outlay of 60 *l.*; would not a certain portion of the timber required in the construction of a house be composed of American timber, even under any arrangement of duties that could be contemplated?—That would be completely a question of price; I do not know how the price would arrange itself; at present I have taken in, taking 60 to 20, the difference as a fourth part of the whole, adding the 60 and the 20 together.

2959. Do you think that an alteration in the duty on timber and deals, equivalent to a reduction of 15 *s.* per load on Baltic goods, would induce a substitution of Baltic for American timber, on the entire expenditure of 60 *l.*?—Yes, I think it would; because people would say that is difference enough to occasion their using the best.

2960. How many loads of timber do you calculate?—I have taken about four loads of timber and 200 deals; perhaps that is taking them rather largely; 200 of 12-feet 3-inch deals.

2961. Equal to about how many loads?—About 11 loads of deals.

2962. If the whole quantity of timber and deals expended be 15 loads, a reduction of 15 *s.* a load would only diminish the cost of the house to the extent of 11 *l.* 5 *s.*?—Yes; I think that supposing 20 *l.* were thrown off, the 11 *l.* would be an inducement.

2963. That would be the extent of saving on the building of a house of from 250 *l.* to 300 *l.*?—Yes; I feel I have taken my quantity of deals rather high; I thought I was asked the usual size of a house, and I was taking the average between a fourth and third-rate, as giving me those quantities. The larger number of houses in London is of the fourth-rate, but the third rate approaching that pretty closely; but it is the fourth-rate costs the amount I have stated.

2964. Do you consider, in the present state of the timber trade, that the builders and other consumers of timber have a full and free choice of the different descriptions and qualities of timber, both from the Baltic and the Colonies, such as best suits the several purposes for which the timber is wanted?—I am sure they have not that choice that they would wish to have.

2965. In saying that they have not the choice, do you mean from the dearness of the timber, or the scarcity of it?—Both from the scarcity and from the dimensions?—I think the dimensions are very inconvenient in many respects.

2966. Are the Committee to understand that there is any difficulty in obtaining timber of good quality in the market at present?—I am quite sure that better deals would come, if short lengths were permitted to come, by the duties not being excessive on short lengths.

2967. Does your observation, then, apply wholly to deals?—No; supposing that the best timber were not converted into deals, the timber itself would be of better quality if the people abroad cut the best timber into deals, because it pays less duty as deals than it does as timber.

2968. Without any reference to the relative price of timber, or the difference of duty, cannot the consumer of timber now obtain in the market such qualities and description of timber as they may require for the various purposes for which timber is wanted?—They certainly substitute deals where timber was formerly used.

2969. Are the Committee to understand that your answer applies exclusively to deals?—We understand the timber merchants formerly used timber in the log, or

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sections from the log, and they now use deals instead of timber, because the quantity they get in deals and the substance in deals, they get cheaper than they do if they convert it and frame the scantling to their own uses.

2970. Do you from your own knowledge and experience consider that if the timber was imported from the Baltic in logs, and manufactured into deals here, it would deteriorate the quality of the deals?—So far it would, that the cutting of timber into deals would not perhaps so extensively take place as it now does; they are in the habit abroad of picking out the best timber to be converted into deals.

2971. Supposing the same timber was brought here in the log which is now sawed on the Continent into deals, and sawed in this country, would the deals sawn here be inferior to those sawn on the spot where the tree is felled?—I think a deal sawn on the spot is certainly better than sawn here, because there is a considerable outside shakiness which takes place from the log being exposed long to the air.

2972. The shaking implies that the outside deals would be somewhat split?—Yes.

2973. Would the deals which are sold be as good if sawn here as if sawn on the spot?—People have a prejudice against any deals sawn here.

2974. What is your own opinion as to the sound part of the tree sawn in this country, whether it would be as good sawn here as if it were sawn on the spot where the tree is felled, and imported as deals?—I have tried the experiment, and certainly they are not so good as when they are sawn in the country.

2975. Have you any means of forming a tolerably correct judgment as to the probable effect of an increased demand on the shores of the Baltic, for timber and deals, to the extent of one half of the supply now brought from the North American Colonies, the effect it would produce on the prices in the Baltic?—No doubt it would produce a rise in the price of the article abroad; but it is singular, which I know from particular connexions, that the parties abroad want to raise certain sums of money, a certain revenue, and if their produce produces that revenue, they are in some measure contented with it, but if it does not produce that revenue, as they have got their system to keep up, they are obliged to send more in order to get the same amount; that I know, from the unfortunate transactions of a house I was acquainted with, Collett & Son, of Christiania.

2976. You think the necessary consequence of a considerably increased demand in this country for the use of Baltic timber, must be, to some extent at least, to raise the price there?—Without a doubt.

2977. Have you any means of forming an opinion whether or not, in the event of an increased demand for the consumption of Baltic timber during a series of years, it would increase the difficulty of obtaining it, in consequence of the timber nearest the places of embarkation being cut down?—I recollect hearing it said, during the great importation and the great demand which existed in London, that there was some alarm on that subject.

2978. Is it your opinion that an increased demand to a considerable extent, and continuing for a series of years in this country, for the consumption of Baltic timber, would increase the difficulty of obtaining it near the places of embarkation, and that it would enhance the price?—To a certain extent I think it would.

2979. You have said that it is best to cut the timber abroad, inasmuch as they choose the best part of the tree; is there not also an additional reason, that the deal, by being cut abroad, has a year's more seasoning than if it was imported in the log and cut in this country?—That undoubtedly has an effect.

2980. Do not you consider a seasoned deal of more value than one just cut green?—Undoubtedly.

2981. You stated with regard to fire-wood, a great deal is imported from abroad?—A great deal indeed.

2982. You are aware that a great deal is imported from America and cut up in the parish-workhouses of this country, serving as employment for the paupers, serving as employment for the ship, and the dealer still being able to retail it cheaper than if the house was supplied with brushwood from Epping Forest?—I believe that is the case.

2983. You stated that sashes are made generally of the best materials; is it not usual in noblemen's houses to go beyond that, to make them of teak wood?—Mahogany and wainscot sashes are frequently used.

2984. With regard to cubical contents, if the plan you suggest were put into practice, would it not be necessary to measure every deal, supposing, as is the case, they are cut in an uneven manner, some being thicker than others, some

being narrower than others, and the same rated dimensions of three-inch deals measuring sometimes 3½?—The deals of late years have come so well manufactured, that I think the evil would be very little indeed.

2985. In stating that, do you allude to the American or the Baltic deal?—I allude to them all; I have seen very rough Stockholm deals, and deals that were what we call hand-sawn deals, which were very irregular, but no person will pay a heavy duty on a bad manufactured article, and the American is cut as well as the Baltic, I think.

2986. Are the Committee to understand that in consequence of this high duty there is a better manufactured article?—I have not a doubt of that.

2987. You have stated that the inferior articles from Norway are sent to France?—The inferior and the thin deals, those which come off the outside of the log.

2988. Would you think it proper to advise any nobleman or gentleman that he should abstain from building at present, waiting for the probable effect of an abatement in the price of timber or deals in the market?—I think they are quite low enough.

2989. There is no complaint of price?—None of price.

2990. Could you not go into one of the large timber merchant's yards in Bankside, and ask and have the sort of American, or Norway, or Baltic, or Swedish, which you like?—Yes.

2991. So that the importation is suited to all classes of customers?—Except, as I have before mentioned, as to dimensions. There are some articles which the duty perfectly excludes, among which is Dutch wainscot; we used to have it in considerable quantities.

2992. You think the patent of Mr. Kyan useful in destroying the dry rot?—I have no doubt of that.

2993. With reference to piling the deals in order to ascertain the cubical contents, would not that operate as a great detention in the delivery of a ship?—I do not think it would be attended with any very serious delay; I have thought upon that subject since; I have conferred with other parties upon it, and I have given way in my opinion upon it. I thought the counting would be more expeditious; the tale would be one thing and the measuring would be the other.

2994. Would not the measuring cause great delay?—I do not think it would, since I have reflected more upon it. I had another opinion certainly formerly upon it. I think it will be very easily done.

2995. You stated that the reduction of 15*s.* a load on Baltic timber would entirely supersede the use of Canadian in house-building?—I have not said that that reduction would entirely supersede the use of Canadian in house building, but that I thought they would give a general preference to the use of one to the other in house-building.

2996. To what extent?—I am quite sure five persons out of six would, under these circumstances, use the Baltic timber.

2997. Explain what you mean by timber in house-building?—The joists, rafters and plates.

2998. Suppose a proportionate reduction in the price of deals, would the Baltic deals supersede the Colonial deals to the same extent?—I should say, yes. I have before excepted certain purposes to which the Canadian are particularly applicable.

2999. Can you form any estimate what proportion the timber and deals used in house-building forms to the importation of timber and deals into this country?—No.

3000. Can you form an estimate?—No, I am afraid it would mislead.

3001. It would probably be considerably more than half?—That would be matter of reflection; it would take a great deal of reflection to answer that question; I know only about London.

3002. You said you thought the price of timber was low enough; what do you mean by that?—I mean not only relative to the value of English timber in this country, but to the great quantity of building which has been carried on in London at war prices, and on which mortgages and improved ground-rents exist, which have placed in difficulty a very great number of members of the community, women and others, to my knowledge, under very awkward circumstances.

3003. You speak with reference to those who have built or bought houses at war prices?—Yes; a lady came to me the other day, asking me whether she should

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throw up a certain bargain she had, and pay a certain sum of money to get rid of what she had thought her livelihood, from the fall in the value of house property.

3004. Did not that arise from a fall in the peculiar situation where her house is situated?—No.

3005. Where are the houses?—In Sidney's-alley.

3006. Has that property fallen considerably?—I should take it for granted from that; but I could speak from a great many situations in the outskirts of London; a great deal of property comes under my consideration, as an architect.

3007. Is that in consequence of the great amount of new building in London, new streets being opened in new quarters of the town, tending very much to depreciate the value of house property in old situations, infinitely beyond any alteration in the price of timber?—A depreciation in situations, such as are described, has certainly been the case; but I think not to so great an extent as in some new situations.

3008. Have not the houses in Sidney's-alley, to which you alluded, been recently built?—No; they are opposite Mr. Hamlet's.

3009. You refer to the properties of Mr. Kyan's patent, in relation to timber, in preserving it against the dry rot; would that not tend to equalize the quality of timber that came from the Canadas as well as that from the Baltic?—That probably might be the effect, if the opinion of the public ran with it.

3010. So as to make that which comes from the Canadas nearly equal to that which comes from the Baltic?—In respect of preventing the dry rot, I think it would; but it would not add that actual strength of fibre in the one which there is in the other.

3011. Are you aware at all of the quantity of wood coming to the port of London used for packing-cases; is it not very large?—I know it is very considerable; but I do not know the proportion of its extent.

[*The following papers were delivered in, and read, as follows:*]

Progress of the Duties on European Timber and Deals from the Year 1787, when imported in a British Ship.

YEARS.	Duty on Timber, the Load.	Duty on Deals 3¼ Inches thick, the 120.	Length of Deals in Feet.	Amount of Duty on each Deal.
	£. s. d.	£. s. d.		£. s. d.
1787 - - -	- 6 8	2 13 -	8 to 20 -	- - 5½
1795 - - -	- 10 -	3 19 6	ditto.	
1796 - - -	- 10 6	4 3 6	ditto.	
1797 - - -	- 11 -	4 7 6	ditto.	
1801 - - -	- 14 8	5 16 9	ditto.	
1802 - - -	- 16 8	6 8 -	ditto -	- 1 -¾
1803 - - -	1 - -	6 8 -	ditto.	
— - - -	1 2 6	7 4 -	ditto.	
1804 - - -	1 5 -	8 - -	ditto.	
1806 - - -	1 6 8	8 10 8	ditto.	
1809 - - -	1 7 4	8 15 -	ditto -	- 1 5½
1810 - - -	2 14 8	17 10 -	ditto -	- 2 11
1813 - - -	3 4 11	20 15 7½	ditto.	
1819 - - -	3 5 -	20 15 8	ditto.	
1821 - - -	2 15 -	19 - -	6 to 16 -	- 3 2
— - - -	- - -	22 - -	16 to 21.	

No. 1. Two English 3-inch deals; Two 1¼ French deals.—No. 2. Two 2½ English deals; Two 2½ battens; all 12-inch Logs.

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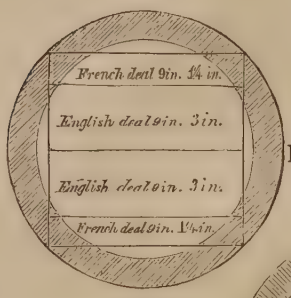
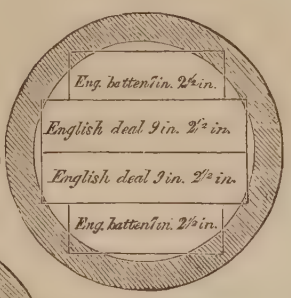
No. 1.



Present mode of cutting.

No. 2.



Old mode of cutting.

No. 3. One 3-inch English deal; Two 2½ battens.

No. 1. $\begin{cases} 9 \times 3 = 27 \times 2 = 54 \\ 9 \times 1\frac{1}{4} = 11\frac{1}{4} \times 2 = 22\frac{1}{2} \end{cases}$ ——$76\frac{1}{2}$

No. 2. $\begin{cases} 9\frac{1}{2} \times 2\frac{1}{2} = 23\frac{1}{4} \times 2 = 46\frac{1}{2} \\ 7 \times 2\frac{1}{2} = 15 \times 2 = 30 \end{cases}$ ——$76\frac{1}{2}$

No. 3. $\begin{cases} 9\frac{1}{2} \times 3 = 28\frac{1}{2} = 28\frac{1}{2} \\ 7 \times 2\frac{1}{2} = 15 \times 2 = 30 \end{cases}$ ——$58\frac{1}{2}$

Mode practised until the French market improved.

Proportions of Timber, supposing the Logs to be measured with a Calliper.

	In.	In.	Sup^{l} Inches.
The square log, the calliper dimension being	12 × 12	=	144.
Octagonal - - - ditto - -	12 × 12	=	120.
Circular - - - - ditto or diameter	12 - -		112 nearly.

Mr. *George Baker*, called in; and Examined.

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3012. IN what business are you engaged?—I am a builder.

3013. Have you been long engaged in that business?—About 22 years.

3014. In London?—Yes.

3015. Will you state to the Committee what, in your opinion, is the effect of the present mode of measuring deals for duty?—I think the effect is, that we get a great deal of very inferior wood, and that we should have a large portion of it of much better quality if the duties were differently regulated.

3016. Will you explain the difficulty in your opinion?—The principal part of the deals brought into this country from the Baltic and Norway are either from 14 feet to 16 feet or from 16 to 21 feet long, and there is no difference in the rate of duty between a deal six feet long and an inch and a half thick and a deal 16 feet long and three inches thick, the consequence of which is, as I consider, that when the trees are being converted abroad, the person employed for that purpose looks more to the duty imposed upon them in this country than to the best conversion of the tree. I think, if we were allowed to import deals of any lengths and thickness, from six to 16 feet, at a relative scale of duty, we should get a great deal of wood which we are now precluded from obtaining, in consequence of the present scale of duty; the same objections apply to deals above 16 feet, but not to the same extent; we nearly get all the short deals at from 14 to 16 feet long, indeed we scarcely ever see a deal less than 14 feet long, and seldom less than three inches thick.

3017. Is there much waste in this country, from the necessity of cutting those deals to be fit for the purposes for which they are required?—No, there is not much waste in this country; but we get a smaller portion of the best part of the tree than we should otherwise have.

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3018. What is the thickness and length of the deal generally required for flooring?—Floors are generally laid from an inch to an inch and a half in thickness, but the generality of floors in houses of this description are laid an inch and a quarter thick.

3019. How do you convert a three-inch deal to that purpose?—In consequence of our not being able to get any 2½-inch deals, we are obliged to use battens for that purpose, which are 2½ inches thick and seven inches wide.

3020. What would you recommend as a substitute for the present mode of taking the duty on deals?—I think the best mode would be to rate them by the load of 50 cubic feet.

3021. That would be taking them according to their cubical contents?—Yes.

3022. Would there not be a great practical difficulty in taking the cubical contents of deals?—I think not, as they might be so stowed in the barges which bring them from the ships, that no great difficulty would arise.

3023. Will you explain how?—The barges in which the deals are deposited are large oblong tubs, and the deals might be so arranged in cubes as to leave very little waste in the space which the wood occupies, and, with a trifling allowance for that waste in the measurement, the quantity of wood might, with sufficient accuracy for all practical purposes, be ascertained. Mistakes are very likely to arise by the present mode, for every deal is told out of the ship separately, and there is not always an opportunity of counting them afterwards in the barges.

3024. Would not a scale of gradations from one to two feet answer the purpose pretty nearly as well?—It would answer the purpose as far as the revenue is concerned, but would give more trouble to the officer employed to ascertain the quantity; for as the deals are placed to suit the stowage of the ship, they would be delivered into the barges indiscriminately, and give considerable trouble to the officer employed to take the account.

3025. What practical inconvenience have you found in your trade as a builder from the present mode of levying the duty?—We find no other great inconvenience than that of not obtaining the best wood which the country affords. I have sometimes obtained a small quantity of 2½-inch deals, and have always found the quality of them infinitely better than the three-inch, from their being cut nearer to the outside of the tree, but clear of the sap.

3026. Do you think, under a system which proposes the taking the duty according to the quantity of wood, the deals will be cheaper to the consumer?—I think they would be cheaper to the consumer, because he would obtain generally a better article for the same money.

3027. Are the American deals cut shorter and finer than the European deals?—Yes, some of them.

3028. To what do you attribute that?—I suppose to suit their own convenience. The duty is so small upon the American wood, that it is not a matter of much importance to cut them in large lengths.

3029. The consequence of the duty being so much smaller is the reason that they suit your convenience better?—I do not say that the deals suit my convenience better, for it is not a matter of importance whether they are 12 or 20 feet long; but we should like to have them of different lengths and thicknesses. There is another reason why I think it would be an advantage to have some of them thinner, as they would be sooner seasoned and fit for use. The deals are now three inches thick; in that state they are kept for some time to season; and after they are cut, the inside of the board is not so well seasoned as the outside, consequently it must undergo a second seasoning; and it would therefore be a great convenience to have deals imported of various thicknesses.

3030. Have you ever consulted any practical man with respect to the mode of levying the duty which you suggest?—No; but I have thought it would be desirable to alter the duty, for the reasons I have stated.

3031. What do you think would be the opinion of the yard-keepers?—I think they might be inclined to object to it, as they would have more trouble, and would be obliged to keep larger stocks; but there cannot be a doubt, that every converter would be glad to see an alteration.

3032. Have not the yard-keepers some interest in the present mode of levying the duty, beyond that you have stated?—I am not aware that they have any other motive.

3033. What are the qualities of wood which you in your business chiefly dispose of for building purposes, Canada or Colonial?—We use a large quantity of Baltic

timber and deals, and also of Norway and Swedish deals, and a considerable number also of yellow pine deals, as they are much more free from knots and shakes than the Baltic wood, and consequently better adapted for many purposes in joiners' work.

3034. Are there not many purposes for which the American wood is superior to Baltic?—There are some purposes for which I think it is superior to the Baltic; for some equal, and others inferior.

3035. Will you state those?—I consider it to be superior to the Baltic wood where it can be used without being in contact with the ground; where it is freely exposed to the air. I have seen it tried in such situations against Baltic wood with success. It is not so good as Baltic wood for any purpose where it comes more immediately in contact with the walls of buildings, or is required to carry an equal weight; and in joiners' work it is, for many purposes, quite equal, and for some superior to Baltic wood, particularly for the panels of doors, mouldings, and anything which requires clean workmanship. There is also another advantage; it is sent to this country of sufficient width to make the panel of a door without a joint, which is very desirable, as it often saves a great deal of labour.

3036. Supposing you had a house to build, a second-rate or third-rate house, what different parts of the house would you construct by preference of different qualities of wood?—I should make all the principal timbers of Baltic wood, and the minor ones, such as ceiling, joists, &c. of yellow pine; the latter is not quite so strong, and will not bear so great a weight as the Baltic, and consequently would require to be cut a little larger for the same purposes. I should use it also in a large portion of the joiners' work, but not at all for floors, because it is not so hard, and will not wear so well as Baltic wood.

3037. What would you use for the window frames?—We have generally used Baltic wood for the window frames; but in some parts of them the other would be quite as useful.

3038. What would you use for the panelling?—For the panelling of doors and shutters, and everything of that description, I should use the yellow pine in preference to any other wood whatever.

3039. Suppose you were called upon to build what is termed a fourth-rate house with a look to economy, under the present state of the duties what wood would you use?—That would depend upon circumstances; if economy in building were the only consideration, I should use the yellow pine timber; but if otherwise, I should use the Baltic timber to the extent before stated.

3040. Which is generally used in your experience?—I have had very little to do with small houses; my business has been principally in large contracts.

3041. Can you give any estimate what the difference of expense would be between using Baltic and using American timber, in the construction of a house of any given size?—I cannot say exactly, but the difference may be from 20 to 25 per cent.; that applies of course only to the cost of the timber; the labour would be the same.

3042. Are you acquainted with the buildings which have been constructed in London of late years, in the new parts of the town?—Yes, I have constructed several of them myself.

3043. Has Baltic or Canadian timber been generally used?—Baltic timber almost invariably.

3044. That is in the better class of houses?—Yes.

3045. Persons have preferred paying a high price for Baltic timber, on account of its great durability?—Yes, in some cases; but the American timber is getting more into use every day.

3046. Which?—The yellow pine; and the red pine is used very extensively, but not so much in public buildings as in structures of minor importance.

3047. Will you state your opinion of the relative qualities of red pine and Baltic timber?—I consider the red pine to be quite as good as the Baltic timber; and it would be a mere question of relative price whether I should use it or not in my own buildings.

3048. At the same price?—No, I would not use it at the same price, for it is not quite so well prepared for the market.

3049. Is it equally strong?—I think it is.

3050. The yellow pine?—The yellow pine is not quite so strong as the Baltic.

3051. You would not use the yellow pine for girders?—No, I should use iron.

3052. Has iron been introduced in building much of late years?—Very materially;

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rially; within my recollection we have introduced it to a very great extent in house-building, by making what are called the bressimers and posts to shop fronts of iron instead of wood.

3053. Are you aware whether the importation of timber has been much increased during the last few years?—I am not aware of the relative quantities.

3054. Is there as much building, in your opinion, going forward as was a few years ago?—I should think not; within my knowledge, certainly not.

3055. You compare the present time with what year?—Some seven or eight years ago.

3056. Are you comparing it with 1825 and 1826?—Yes, I think about that time; but I cannot state exactly the year.

3057. Do you intend to compare it with a particular year in which there was, from any circumstance, a great excitement given to building, or do you mean to say that the quantity of building has declined of late years?—I think it has of late years; there is not so much speculative building going forward in the neighbourhood of the metropolis, and to that I confine my evidence.

3058. Will you give the Committee your opinion of the relative qualities of different wood for different purposes?—The red pine I think might be used with the same advantage as any Baltic timber.

3059. Would the yellow pine compete with the white deal of Europe?—We have generally been in the habit of using white deal for in-door purposes; it is considered that it will not last as long out of doors as the yellow deal; the yellow pine is now, however, superseding it for many purposes, to which I think it is infinitely more applicable.

3060. Is that owing to its greater cheapness?—The difference in price is so small, I think that alone would not be an object; I am of opinion it is better adapted for the purpose at the same price with the Baltic wood, and I should very much prefer using it in the way I have described.

3061. Is not the yellow pine subject to the dry rot?—I do not know whether it is more subject to the dry rot than the Baltic wood; the latter is very subject to the dry rot?—I have lately seen instances of Baltic wood having gone to decay in four or five years.

3062. The red pine?—I have not the same experience of that, for it has not been used so extensively till within the last four or five years; I have heard that a floor was taken up a little while ago, laid partly with yellow pine and partly with Christiania deals, and the joists were also of those two descriptions of wood; and it was stated that all the wood had gone to decay but the yellow pine, which had remained sound in that particular situation, which was nearly in contact with the ground.

3063. To what other purposes besides building purposes is the Canadian wood applied?—I am told it is used for musical instruments.

3064. For packing-cases?—Yes, in large quantities, and with the same advantage as for the wide panels of doors.

3065. You are of opinion, that for all those purposes it would be fully equal to Baltic wood?—Yes.

3066. You have stated that we should procure a better quality of timber supposing there were a scale of duties from 6 to 16 feet; should we have it at a cheaper rate?—No, I do not know that we should have it at a cheaper rate, but certainly of better quality.

3067. Should we have the same quality at a cheaper rate?—No, I do not see that we should have it at a cheaper rate; we should have wood better suited to our purposes.

3068. You stated that the red pine was equal to Baltic timber when it did not come into contact with the ground?—No, the remark applied to the yellow pine; I consider the red pine, as nearly as possible, of the same description as the Baltic wood.

3069. And of equal quality?—Yes.

3070. Do you consider that the tendency to dry rot would be counteracted by Kyan's patent?—Yes, I apprehend it would.

3071. And that it would be equal to Baltic timber?—Yes, with the exception that it is not of the same strength, and would require a larger scantling for the same purpose; it is not capable of bearing quite so great a weight as the Baltic timber.

3072. You state that Baltic timber is principally used in the better buildings in London?—Yes, because it is considered the best, and is called the best timber.

3073. Will you state where it is peculiarly applicable?—In what we call the carcase of a house.

3074. Do you use iron in private houses as well as in shops?—Yes, where the bearing is long, exceeding 16 or 17 feet, I have recommended it.

3075. Is it getting into more common use?—Yes, we scarcely now build a first-rate house without iron applied in the construction of the floors.

3076. Where do they use iron?—For the girders of floors and for the bresssimers and fronts of shops, and for other minor purposes.

3077. Are you acquainted with the relative capabilities of the different countries in the north of Europe for supplying timber of different descriptions for the use of this country?—No, I am not.

3078. If it should appear that Norway for instance can produce only deals of 12 feet long, and if Russia, producing deals of 21 feet in length, be enabled to bring those 21 feet deals into this market by their only being subject to the same duty as the short deals of Norway, would you think it a benefit that an alteration should take place such as you have described in the duties, if the consequence of it would be to exclude from the market the long deals of Russia and of Prussia?—I think it is desirable to have the long deals of Russia and Prussia as well as the others, because there are many purposes to which the long deals may be applied, and for which the other deals, being shorter and narrower, are not quite so well adapted. They are also obtained at a cheaper rate.

3079. Do you consider it good policy that the duties on deals should be so arranged as to bring into this market the short deals of Norway and the long deals of Russia and Prussia, leaving the consumer to judge between the two, how they suit his purpose. That is a question upon which I am not prepared to offer an opinion.

3080. Should you not consider it, as a consumer, a disadvantage to you, if from any cause you were excluded from a capability of buying the long deals of Russia or Prussia, except at an advance of price?—Certainly I should consider it a disadvantage if I were compelled from any cause to give an advanced price.

3081. If the long deal pays now only the same duty as the short one, is not that great encouragement to the importation of long deal?—No doubt; but we do not get the best even of the long deals, in consequence of the present mode of collecting the duty. I am sure we should have better deals from those countries if they were converted in a different manner; I have myself paid 10 per cent. more in proportion for 2 ½-in. deals than for 3-inch, merely on account of the difference in quality; the 2 ½-in. deals are never cut from the centre of the tree.

3082. Is not that an effect dependent rather on thickness than on length?—Perhaps it depends more on thickness than on length, but it depends in some measure upon both. You may get excellent thin deals 10 feet long, when, by the tapering of the tree, you could not get them 20 feet.

3083. Do you find there exists much complaint at present among the trade with reference to the present scale of duties on the Baltic and Colonial wood?—I have not had much conversation with the converters on the subject. I have repeatedly spoken to the importers.

3084. What is your opinion with respect to the discriminating duties, whether they are too high or not?—I think that is not a question for me to answer; there are many other better judges.

3085. What would be the effect of a reduction of 15 *s.* a load upon Baltic timber in price, in reference to its consumption in house-building generally; would it entirely supersede the use of American timber?—If Baltic timber were sold at 15 *s.* a load less than it is now, and American Colonial at the same price, there is no doubt that less American timber would be used.

3086. To what extent?—It is impossible to say.

3087. Would it supersede it entirely?—No, I think not.

3088. In several descriptions of house-work in which Baltic timber is used, would not the reduction of 15 *s.* entirely supersede the use of American timber?—I think the use of American timber would not be superseded until the Baltic were reduced to the same price.

3089. You think it would supersede the red pine?—Yes, if it were sold as cheap as the red pine is now.

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3090. You think, in a very large proportion of houses, regard is had to the cheapness, and not attention to the comparative durability?—In the small class of houses it is so, I think.

3091. You say it would have the effect of diminishing in some degree the consumption of American timber; supposing it had the effect of diminishing it one-half, and there was an increase of demand for the use of general Baltic timber, what effect do you think that would have upon the price of Baltic timber?—I suppose it would increase the price of Baltic timber a little.

3092. Have you any means of forming any judgment as to the quantity of available timber on the shores of the Baltic, so as to enable the Committee to judge how far the timber nearest the coast would be speedily cut down, if there were a great demand?—No, I have not, as I have heard but little on the subject.

3093. What have you heard?—I have heard that timber and deals too are getting more and more scarce every day.

3094. If that is the case, of course an increased demand will increase the difficulty?—Yes; I have heard a merchant from Sweden say, he had more and more difficulty in getting deals every year.

3095. From whom have you heard that?—I think I heard it from Mr. Dickson.

3096. Have you any doubt, as a matter of opinion, that the effect of a considerably increased demand for Baltic timber would be to augment the price and increase the difficulty of obtaining it?—I think it would augment the price; but as to the difficulty of obtaining it, I am not sufficiently acquainted with the extent of their forests to form an opinion.

3097. When a proposal was made by Government to alter the duties on timber, two or three years ago, do you happen to know whether at that time, in contemplation of such a change, there was any increased price demanded by the agents for the supply of Baltic timber in this market?—I am not prepared, from recollection, to answer that question.

3098. You have stated that the white wood of the north of Europe you do not consider superior to American yellow pine?—Not for the purposes I have stated.

3099. Under any alteration of duties that should greatly increase the importation from the north of Europe, must we not expect that a considerable proportion of that importation must consist of white wood?—I do not know why we should expect that, because we have a much larger proportion of red wood than white now.

3100. Are you aware that previous to the encouragement given by the duties on Baltic timber to the importation of American, very large quantities of white deals were imported from Norway and Sweden, called rack and second?—Yes.

3101. Were they inferior or superior to the general qualities of American yellow pine?—They are an inferior wood, coarser and more shaky; they appear to be all the worst wood selected.

3102. The question was from Norway and Sweden?—Two years ago we did not get so many deals from Sweden as we do now.

3103. Did you ever get any from Sweden?—Very few comparatively to what we get from Norway; the red wood is much more scarce than the white in Norway.

3104. Were the rack deals imported from Norway superior in your opinion to American pine?—No; inferior for almost all purposes.

3105. Then why do you imagine if the scale of duties reverted to its former position, the supply would not revert to it also?—Because they would not be able to find a sale for that description of wood in this country.

3106. Could not they import those cheaper than the best yellow wood deals?—Yes; but they would be subject to the same duty as the yellow deals; it would depend upon the way in which the duty is assessed whether it would be desirable to import them or not.

3107. Will not the public gain by such a change of duties as should substitute the importation of inferior Norway deals for American yellow pine?—Gain in what way?

3108. In greater durability of the houses constructed?—Certainly not.

3109. Do you find that the price of timber forms any objection now on the part of the persons with whom you enter into contract for building houses?—The sum which the house is to cost is the question, they seldom enter into the details.

3110. You

3110. You sometimes furnish a detailed estimate, do you not?—Yes; but more often only the gross amount.

3111. In those cases in which you give a detailed estimate do you hear any objection urged to the price of timber?—I have never heard an objection of that kind raised.

3112. Do you consider that the price of timber is quite low enough?—That is a question I hardly know how to answer.

3113. Did you ever know anything low enough for the consumer?—I think the present price of timber is too low in proportion to the taxation upon it.

3114. In proportion to the cost of importation?—Yes.

3115. Would you advise any customer not to build, but to wait till the price of timber might by chance become lower?—I would not advise him to wait, because I think there is very little chance of its being lower, unless the duties are materially altered.

3116. The price is very low, considering the duties and cost of importation?—Yes.

3117. When you speak of low, you speak of the price, independent of duties?—The price of timber is very low, undoubtedly, exclusive of duty.

3118. Is the market, under the existing state of duties, abundantly supplied with all sorts of timber?—Very abundantly supplied with all sorts of timber.

3119. You think that the importers obtain it at quite as low a rate as the importer, both in the Baltic and North American Colonies can obtain it?—I am quite certain that it is not possible to import at a lower rate than it is now sent from the Baltic.

3120. Do you think the North American importers enjoy anything like a monopoly of the home market?—I do not know.

3121. Has there been a large importation of the article?—Yes, very large. I believe the consumption of American timber is much greater than the consumption of Baltic timber.

3122. As a large builder yourself, do you find any difficulty in the purchase of such descriptions of timber as you require for various building purposes in the market?—I find no difficulty in getting any description of timber I require; the only difficulty is in obtaining the Baltic deals good enough for my purpose.

3123. Does your opinion lead you to suppose that the present scale of duty with reference to the Baltic timber requires alteration, independently of any question about the difference of duty between the North American and the Baltic timber?—I have stated that it requires alteration, that we should get the wood of better quality if we could get it of any length and thickness.

3124. You would recommend, whether the Legislature did or not alter the present scale of duties between North American and Baltic timber, some alteration in the mode of taking the duties on deals?—Certainly, for the reasons I have stated.

3125. Do you remember the time when all the deals from Norway were cut two inches and a half thick?—Yes; I remember when we used to get 7-feet and 12-feet two and half inch deals, and I have never seen any so good since.

3126. The duty was then low?—Yes.

3127. It was of very little consequence whether you got two inches and a half or three inches, the duty being so low?—Yes, the duty was then comparatively a matter of no importance.

3128. Can you form an estimate what proportion of the timber imported into this country is used in house-building?—I should think by far the larger proportion of it; there is some little employed in ship-building, but I think more teak and oak. I should think that more than half is used for house-building purposes, but I am not prepared to state the precise quantity.

3129. Do you know that men-of-war are now planked with deal?—I know they are partly.

3130. When you say such a quantity is used for house-building, you mean in all which is done about the house?—Of course.

3131. Have you been engaged in any large buildings, churches or extensive erections?—I have been engaged in several large buildings about London, the British Museum particularly; and am now erecting the National Gallery.

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3132. Can you give the Committee any idea of the proportionate amount of the cost of timber employed in any such buildings as you have stated, when compared with the whole cost of erection?—It is difficult to say, as there is a great difference in the relative expense of some of these buildings.

3133. Can you give any particular instance?—The amount of carpenters' and joiners' work in the National Gallery is about 15,000*l.* on an estimate of 60,000*l*

3134. That includes the labour?—Yes.

3135. Can you give the Committee any estimate of the quantity of timber and deals used, reduced to loads?—I cannot from recollection, but I should think that the value of the rough timber and deals may be about three-fifths of the whole amount, or perhaps a little more.

3136. Do you think there would be 1,500 loads of timber and deals consumed in such a building?—I recollect that the quantity of rough timber alone is upwards of 600 loads in that building, and there is a vast quantity of joiners' work; the total quantity may be about 1,500 loads.

3137. Did not you build the houses between Waterloo Bridge and the Strand, forming Lancaster-place?—Yes.

3138. What proportion of the cost of those dwelling-houses would the timber be, omitting the arches underneath?—I should think about one-sixth or one-seventh.

3139. Do you include in that only the timber and deals, or the labour?—The wood alone.

3140. Do you think the yellow pine deals, unless they are piled in a particular manner on their arrival, very liable to take the dry rot?—Yes.

3141. If they are piled in the ordinary way in which Norway and Swedish deals are piled, that is flatways, would they take the dry rot?—Yes; but only that part where one deal comes in contact with another.

3142. If they are piled flatways, and not repiled within a certain time, say six months after their arrival, will not they, wherever they touch one another, take the dry rot?—Yes; I have seen that.

3143. Will Norway or Swedish deals piled flatways take the dry rot?—No.

3144. The ordinary mode of preventing that is to pile them edgeways?—Yes; they are almost universally piled so.

3145. Is that a sufficient security?—Yes.

3146. Is it attended with considerable inconvenience to pile them edgeways, instead of the other way?—No, so trifling an inconvenience that it is not worth consideration.

3147. It is a trifling additional expense?—Yes, it is.

3148. The effect of a reduction in the price of Baltic timber to the extent of 15*s.* would be to prevent red pine being brought into this market at all?—Yes, I suppose it would, for the red pine is not so well manufactured as the Baltic timber, and I think 15*s.* a load would bring them nearly to the same price; the difference fluctuates between 15*s.* and 20*s.*, and I have known it as much as 25*s.*

3149. What is your opinion of the liability of red pine to take the rot, if placed in contact with brickwork?—I think all timber is liable to that, but I do not think the red pine more liable than the Baltic timber. I have seen the dry rot all over it in three years.

3150. That was in consequence of putting the timber in contact with moist brickwork?—Yes; I attributed it to the badness of the mortar, it was so long in drying.

3151. Did you ever observe a lot of red pine timber come out of the ship with the dry rot formed upon it on its voyage?—No, I never noticed it to any extent.

Veneris, 17° *die Julii*, 1835.

THE RIGHT HON. CHARLES POULETT THOMSON,

IN THE CHAIR.

Mr. *John Armstrong*, called in; and Examined.

3152. WHAT is your business?—A carpenter and builder, in London.

3153. Have you been long engaged in that business?—I have been 11 years in business for myself, the remaining 25 years superintending a business.

3154. Have you been engaged yourself in supplying materials for building houses and in building houses yourself?—Yes, rather extensively.

3155. And also in repairing houses?—Yes.

3156. Have you been engaged largely at Windsor Castle?—Yes.

3157. What was the nature of the work there?—More in the wainscot Gothic fittings, but some deal work.

3158. Have you been engaged also in building houses on speculation?—Never.

3159. More in doing work for gentlemen?—Yes.

3160. The best kind of work?—Certainly.

3161. Do you find, in the prosecution of your business, that European deal wood is brought to this market in the state most suitable for your purposes?—We do not find any difficulty in the conversion of the present deals and battens; we should find it more convenient if they were varied in thickness; the length is not objected to, nor the width, but more particularly the thickness.

3162. Will you state the grounds of that inconvenience?—In the floors we usually make them an inch and a quarter thick, when we have boarded floors. I have at the present moment an order for boarded floors an inch and a quarter thick, because they are cheaper than battened floors.

3163. You mean by batten, seven inches wide?—Yes; the order is to get them nine inches wide and an inch and a quarter thick. I must, to procure those deals, cut them out of three-inch deals, therefore I have half an inch thrown upon my hands, and that is not always convertible; it throws part of the wood on hand, and is attended with loss. Again, if I want a two and a half deal, I am obliged to cut it out of a three-inch deal, whereby there is half an inch lost.

3164. The yellow wood deals are required two and a half thick, are they not?—Yes, they used to be.

3165. Do you remember the time when most of the red wood deals imported here were two and a half inches thick?—We considered the best deals to be two and a half inches thick.

3166. To what do you attribute those deals coming three inches thick?—The state of the duty; they charge the same duty on two and a half deals as on three-inch deals.

3167. Do you consider that it would be a great convenience to you in your business, if deals of two inches and a half and two inches came in, paying duty according to that thickness?—Yes; certainly that would obviate the inconvenience I complain of. I remember two-inch Christiania deals coming in.

3168. Supposing the duty were so accurately collected on the quantity of every piece, as to have no effect in determining the conversion of the tree, in your opinion would battens and deals be imported as they now are?—I think they would; now the duty does not operate on the width of the deal; they would come, I think, the same lengths, perhaps shorter; formerly we had deals 12 feet, we very seldom can obtain them now.

3169. Do you not remember Norway deals of 10 feet coming?—Yes, they ran 10, 12, and 13 to 14. I do not remember any longer formerly, but now they come 16 feet; they generally run two inches short of that.

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3170. Their being rather short of the expressed length is owing to the tariff that they must not exceed 16 feet, is it not?—I suppose it is.

3171. Would it not be desirable to leave a small margin, to say not exceeding 16 feet three inches, so that they may give full measure?—Yes, it would be an advantage in this respect; all deals are split up at the ends, and 12-feet deals formerly were imported; in cutting them up for conversion we never calculated more than 11 feet six inches in actual wood, for they will split out at each end.

3172. You have been in Holland, have you not?—I was there once, 10 years ago.

3173. Did you find there that they enjoyed a greater convenience with regard to deals and wood than we do here?—I did not observe any deals of the same sizes as we import in this country. I found logs of wood of amazing length cut out, some into slabs of various thicknesses, others into pieces of 18 inches square, 40 feet long, an immense sized tree; they had been cut dry and perfectly clean.

3174. Were those trees that had come down the Rhine?—Yes. I said "I should very much like to have some of this wood in London, it is so superior to that we are in habit of receiving; how do you get it?" The merchant I was speaking to said, "We get it down the Rhine;" and I understood him it was floated down, not in ships. But it was a different wood from the Baltic wood, it was finer wood.

3175. Was it larch?—I think not.

3176. Give the Committee your opinion with regard to the different qualities of wood for different purposes in building, American and European fir wood?—We consider the Christiania deals, that is the Norway deals, the best.

3177. Do you mean white or red?—We use them for different purposes. Yellow we considered the best formerly, but not now; they were the best that came to the market, and we used them for out-doors; all outside work was formerly of yellow deal; we never thought of using white for the out-doors work, because it was not so durable, being deprived of the turpentine. The white deals we used in internal fittings, that is doors and dados, and skirtings, and window shutters.

3178. What white deals?—The Christiania and Norway deals; they were considered the best coming from that part of the country. There is another description of deals called Memel and Dantzic, in width from 11 to 12 inches, which is of a coarser sort, that will not stand for joiners' work, it is subject to warping.

3179. That is used for out-doors work?—Yes, for guttering, &c.; wherever durability is required, I should prefer the Dantzic and the Memel to the Christiania.

3180. The Dantzic is used for making the great vats of distillers and brewers?—Yes, and for ship planks.

3181. And for barn floors?—Yes; being harder even than Christiania. There is another description called the Archangel deals. The Memel plank varies from 11 to 12 inches in width; that is as wide as they can cut it. The Memel duty does not affect the width; they cut the deals as wide as the tree will allow them.

3182. Even there it would be an advantage to have them two and a half, three, or four inches?—Yes; there was a description of Dantzic came four inches thick formerly. We found that very advantageous; we cut the rafters, &c., with less expense in the sawing. The Archangel battens are the best we can purchase, better than the Christiania. The deals we consider very good, and fit for joinery.

3183. Rather fit for joiners' work than for cases in which any great durability is required?—I think them equal in durability to the Christiania.

3184. Do you think they would last as long in wet and dry?—Yes, taking the best quality of them for floors; I never remember using any Archangel batten till within these 14 or 15 years.

3185. They are excellent for joiners' work, for window-sashes, and so on?—Yes; they will stand very well. There is another description of deal (Swedish), called the Gaefel deal, that has superseded, in my opinion, the value of the Christiania, being wider: they come 10 inches wide, and I suppose they are cut out of larger trees. The wood is more mellow, and answers all the purposes of the Christiania, and is much cleaner.

3186. They are not so liable to be sappy?—No.

3187. They are not liable to warp?—Not so much as some of the Christiania. When I have wanted doors made in a very good way, that I could warrant them to stand without warping, I have chosen those deals in preference to any others in the market. There is another description comes from the same part of the country,

country, but very inferior in quality; that is the Swedish deal from Finland. I believe those vary in width from 10 to 11 and 12 inches; they are sent over and sold to be used for timber purposes: I have some in my yard now. I have used a considerable quantity, but they are not so convertible: if they came at 2½ inches thick and 12 inches wide, the 12-inch wide and 2½ thick would be very useful in building, rafters, &c.; we might cut out a scantling 4 by 2½. Those coming 12 inches wide and three inches thick become useless for many purposes, or cut in larger scantlings than is necessary. In partitions, again, two and a half is the common scantling used for dividing rooms; therefore they would be very useful for partitions. They are too coarse to use for joiners' work; therefore the only convertible use is for timber purposes or rough boarding.

3188. On account of the duty being the same on those broad deals as it is upon the nine-inch deals, the duty comes low upon them as compared with timber?—Yes.

3189. That is the history of their being used?—Yes; they are as cheap as timber, with the advantage of not so much sawing on them.

3190. Have the goodness to proceed in your description?—There is another description, the Gottenburgh deals, yellow and white. I have purchased from seven inches up to 14. They are not so good as the Archangel, and inferior to the Gaefel or the Christiania.

3191. They are durable, but liable to warp?—Yes.

3192. What you call strong?—Yes.

3193. They will not remain in the form which the joiner gives to them?—No; when put into the heat and cold of a room, they vary in form.

3194. The merit of the Christiania and the Gaefel deal is, that it is at the same time durable and will retain the form that the joiner gives to it without warping?—Yes.

3195. It is both durable and mellow?—Yes. The next description is the Petersburgh, which vary from seven to 11 inches; those at seven inches are used as battens, but not so good as the Christiania.

3196. What should you say to the red wood of Petersburgh as to durability?—I think they are nearly equal to the Memel, but not so hard.

3197. Did you ever know of their being imported in a wet state, and becoming perfectly rotten in the pile?—I have found the fungus growing, if they are piled in a damp state.

3198. That would not happen to Christiania deals?—Certainly not, as far as I have observed them.

3199. Does not that lead you to believe they are not so durable as the Christiania deals?—I have not used them long enough to ascertain the difference between the two.

3200. Does not the growing of the fungus, when they are in the pile, lead you to suppose they are not so durable a wood?—Yes, if used in a damp state and inclosed.

3201. Have you had much experience of the white Petersburgh or the white Riga deals?—Not much; I find all white deals, with the exception of the Christiania, not to be depended on in joiners' work: they will do for packing-cases or rough building.

3202. Did you ever notice the white Petersburgh wood used in the panelling of doors, whether it does not always go and come with the weather?—Most deals will do that.

3203. But some more than others?—Yes.

3204. Did you ever notice that the white Petersburgh is particularly liable to that defect?—No, I never did. In the work I have been lately employed on, all those sort of deals were prohibited being used.

3205. Prohibited, by whom?—By the architects; that they should be the best Christiania deals.

3206. The architect seems to have known there was some defect?—I do not know that; I believe it arose from custom to write Christiania in their specifications.

3207. Have you any experience in the white Riga deals?—No; I class nearly all those deals of the same quality after leaving the Christiania; I think one may be depended on as much as the others.

3208. Will you proceed to American deals?—Those I find very useful; we use American deals for internal fittings, such as mouldings.

3209. You mean by that the yellow pine?—Yes; the red and yellow pine are

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used for mouldings; they are clean and free from knots, and are worked with a greater degree of accuracy, and with much less labour.

3210. And stand well?—Yes, they do; I have never used them but for mouldings; they are frequently used for panels of doors, and even for the margins; I should not prefer them for the margins of doors, for they are more liable to be bruised, being a softer material; they are indented sooner than a harder deal; therefore, I should have no hesitation in using in good work the Christiania or Gaefel deals for the outer margin of doors, and the American pine for panels.

3211. Where strength is wanted as well as mellowness, you would use the Norway deal, but where lightness is wanted and mellowness, and its being soft is no objection to it, you would use the yellow pine deal?—Yes; and for veneering the cabinet-makers use it extensively; picture frames, both carved and others that are gilt, are made of it; the looking-glass frame-makers use the two-inch American deals, they are purchased by that description of tradespeople.

3212. They come of all thicknesses on account of the low duty to which they are subject?—I have never had them thicker than three inches, and three and a half.

3213. They come of two inches and one and a half?—I have seen them of one and a half in the docks, but never purchased them.

3214. Are they used for panelling?—Yes, very extensively, and for packing-cases.

3215. The coarser kinds for packing-cases?—Yes.

3216. You prefer to purchase them free of knots?—Yes. Some of the American red deals I have purchased are nearly as good as the very best of that kind sold at Christiania.

3217. What price have you been accustomed to pay for the American deals free of knots?—I think as high as 35 *l.* the 12 feet 3 inches thick and 11 inches wide.

3218. What for Christiania?—About 34 *l.*, being nine inches wide.

3219. How would that 35 *l.* be as compared with the Archangel 11 inches wide?—Reducing them to the nine inches, they would be as 33 to 35.

3220. As you have have given the American at 11 inches wide, you had better give the Archangel of the same dimensions?—I can hardly answer that question very accurately, but about 34.

3221. So that you get for the American yellow pine deals clear of knots the full price that you get for the best Baltic deals of the same dimensions?—Yes.

3222. Will you take next the American spruce?—I have used it for battens, but I took them up again; I was ashamed to see them split after being laid down a little time; they warped and turned up on the edges.

3223. What do you say about the knots, do they fall out?—Yes, if they are dead, they fall out; I think that is the very worst description of deals that come in, for joiners' purposes. I remember obtaining that knowledge rather dear; we had some in the yard, purchased for packing-cases, or things of that description, but they were very clean, and our foreman thought they were better deals than any he could pick out from others, and he used them for doors; they were put up at a gentleman's house, and in the course of the winter they warped perhaps an inch or an inch and a half. I was sent for, of course, to make them good, and I immediately took them down, and prepared some new ones; but on inquiry, and examining them, I found they were those very spruce deals, and I have been very cautious of having any since.

3224. How does the joiner like them for working?—They do not work so well as the Norway deals.

3225. Are not the knots very hard to work?—Not so hard as the white Christiania.

3226. What do you say of American red pine deals?—They are very good; I have used them for staircases, and occasionally for clean floors in small rooms, never extensively where I required clean deals; the only deals we can get clean are the American red pine.

3227. You consider it advantageous as a builder to have a choice in the market both of American timber and Norwegian timber?—Yes, because we find it to our advantage for inferior purposes not to use an expensive deal; we keep a quantity by us in order to accommodate ourselves.

3228. Does that choice exist at present?—Yes, certainly.

3229. You find no difficulty in procuring any description of timber you may require

require for various purposes?—No, excepting that there is a description of timber not now in the market, and which formerly was used extensively, it was called die-square, a small Norway timber; and there was another description still better called Longsound; 20 years ago these were used for shed-roofing, where it was not exposed.

3230. Where strength was not required, was it not useful?—Yes, for struts, and sometimes for ceiling joists. I would use the yellow pine deals for panels where they were not in contact with any damp; I should not use them in walls, or for linings of windows; there is a great advantage in panelling, for it saves the labour of gluing.

3231. If they are cut out of timber, can you have them of any width?—Yes; we find a great advantage in the width, it is not only a saving of labour, but, in making packing-cases, we get them two feet wide, and if the cases are exposed to the wet, it keeps the goods drier by being of that width without joints.

3232. As to the quantity of American timber from different ports?—I cannot speak to that, I only speak as I find it in the market, taking it home to use.

3233. As to the quality of timber, beginning with that from the different European ports, you have stated something with respect to the Norway Longsound timber?—The Dantzic timber has generally the preference to any timber coming from the Baltic.

3234. In what respect is it superior?—It is less liable to shakes or defects, or defective parts inside; we find, in cutting Memel, it is frequently rotten or shaky in the middle, or in a state of decay in the centre.

3235. There are several qualities of it?—Yes; but I have picked the best, in my judgment, and have still found it defective.

3236. The ordinary Dantzic timber is found to be liable to be knotty?—Yes; what we call the crown Dantzic is the best; it is superior, in my opinion, to the Memel, as it is less liable to the defect in the heart.

3237. It is very long, is it not?—Yes.

3238. And 14 or 15 inches square sometimes?—Yes, and even larger; next we come to the crown Memel, which is very little inferior to the best Dantzic, when found in a sound state.

3239. Do you think it is as durable as the Dantzic?—I think there is very little difference.

3240. Why do you think backmakers prefer it?—That is from its compactness; it is not so porous as the Memel.

3241. Do you not think that, if they use it where it is always exposed to liquor, it is more likely to be durable than the Memel?—It may be so.

3242. Do not you think that the experience of a backmaker shows that Dantzic is more durable than Memel wood?—Being constantly immersed in wet, it is very likely so; they get it in greater widths; there may be an advantage in that respect; I believe it is used in ships' decks more than the Memel.

3243. What should you say of Riga timber?—That is a cleaner wood than either of the others, but more liable to shakes.

3244. It is more stiff, is it not?—Yes, it is more regular in the grain, and cleaner; there are less knots.

3245. If you wanted a joist to bear a great weight and be straight, which would you prefer?—I should take the Riga, free from knots; all timber free from knots is stronger than with knots; that is less likely to break.

3246. What do you say of the American red pine?—I have never had much experience in using it; as far as I have used it, I find, from the bad way in which it is cut up, I mean the irregular way in which it is manufactured, I cannot convert it to advantage; and the disadvantage in the conversion counterbalances the difference in price.

3247. It is clear of knots, upon the whole, is it not?—Yes, it is a clean timber.

3248. Straight in the grain?—Yes.

3249. Approaching to the quality of Riga timber?—Yes.

3250. With which European timber would you class it, in point of quality?—I would class it, in point of quality, with the Riga.

3251. Have you much experience of its durability, as compared with Baltic timber?—No.

3252. At the price at which it is sold, from 7 *s.* to 10 *s.* below the price of Baltic timber, you do not consider it advantageous to convert?—No.

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3253. Is that the difference in the market price?—Something like that, perhaps a trifle more.

3254. With regard to yellow pine timber; would you use yellow pine timber for joists?—No, certainly not.

3255. Would you use it, if you looked to a durable use, to any of those purposes to which Dantzic, Memel or Riga timber is applied?—Yes, I should.

3256. For what purposes?—For partitions, where there was no weight to sustain

3257. On account of its lightness?—Yes, and being cheaper. I dare say the gentlemen of the Committee have observed cracks in partitioning, and bulging out, from the warping of the wood. The yellow pine is not so much subject to that. As many partitions are used only for the divisions of rooms, not sustaining weights, the yellow pine may be used to advantage.

3258. Wherever strength or durability was concerned, would you use yellow pine timber?—No.

3259. Wherever it was exposed to damp?—No.

3260. You would not place it in contact with brick-work?—No.

3261. What should you expect if you placed it in contact with brick-work?—That if it was exposed to damp it would soon decay.

3262. It is subject to dry rot in such cases?—Yes, it moulders away. I was employed, a few years back, at a house where I found a floor rotten; we took it up; on learning the history, it was some wood purchased after the coronation of George the Fourth, and used as ground joists; it was yellow pine.

3263. It was exposed to damp?—Yes, but not laid on the damp, but laid on sleepers; and the sleepers, so far as my recollection carries me, were not rotten; they were of a different description of wood.

3264. Do you not think that it is a durable timber where it is exposed to a free circulation of air?—Yes.

3265. In such situations, where the air goes round the timber, all timber almost will last?—Yes.

3266. Even the most sappy oak would last?—Yes, until it was destroyed by worms. They used the yellow pine for the carving the bosses in York Cathedral. I saw the bosses there of yellow pine. I asked the reason why they preferred it; he said it was because of the less liability to be affected by the worm, and being lighter for the purpose.

3267. In the house where the floor was taken up rotten, would Baltic timber have been liable to the same decay?—Not so soon, I think.

3268. Have you had experience of the application of Kyan's mixture to yellow pine?—I have used it, not to yellow pine; I am sorry I had not. When he first began he applied to me to use it, and we used it with several loads of Baltic timber, but not of yellow pine.

3269. To what purposes would you apply the yellow pine timber?—I have no hesitation in applying it to partitions for panelling, and for mouldings and architraves to doors.

3270. You consider it very valuable for such purposes?—Yes, certainly.

3271. Do you think that builders have got much into the habit of using it?—Very much, where they are not prohibited. I should have no hesitation in using it myself more extensively.

3272. For which purposes should you use it?—For the purposes I have stated, for partitions, but not for joists. At the coronation of George the Fourth, Westminster Hall was fitted up, and they began by laying sleepers of yellow pine. The coronation was suspended for 12 months, and I remember seeing some of those pieces taken up in a rotten state after one year on the floor of Westminster Hall. For fittings up of bookcases I have used it, and prefer it to any other deal, from its lightness, and being clear of knots and less liable to the worm.

3273. And not liable to warp?—No, it is not.

3274. In your experience is yellow pine used for rafters, and placed in contact with brick-work in inferior houses run up cheaply?—Yes, I have observed it, and have regretted to see it, for the public have no protection against speculative builders using that material improperly. I have heard observations from district surveyors who are authorized by Act of Parliament to reject place-bricks in party walls, being judged liable to crush and injure the stability of the building.

3275. Do they reject them?—Frequently. A short time ago a lawsuit arose out of that very circumstance. With respect to the timber, any builder may use

with impunity yellow pine; he may place it in the walls, in perhaps the very wall where the place-bricks are rejected; there is no authority to prevent yellow pine being used in that very wall. Perhaps those houses may be sold to persons who were investing their money; they find to their loss in a few years the joists are decayed; the bend timber is rotten, and some of the walls perhaps falling down. I remember being employed by a solicitor in the country to inspect some houses he was about lending money on. He lived at some distance in the country. I inspected them, and found they were built of that description of timber, and I discovered that the inhabitants were letting the houses go into a dilapidated state. I could ascertain where the pine had been introduced as bend timber, and that was found in a rotten state, and I advised him to have nothing to do with such buildings.

3276. Supposing white Norway timber had been used for such purpose, should you expect to find that in a state of decay or sound?—I should never think of using white deal for such timber purposes.

3277. Perhaps you would never think of using American yellow pine for such purposes?—No.

3278. Is not white deal cheaper than yellow?—Yes.

3279. Then will not there be an inducement to the use of that for those purposes in consequence of its being cheaper?—I think they would never venture on white for such purposes, for the difference is so very great in appearance; but there are a number of persons who do not know the difference between a piece of yellow American pine and a piece of Baltic timber.

3280. Do you think the difference in appearance between white and yellow Norway deal and timber greater than the difference in appearance between Baltic timber and American yellow pine?—Yes.

3281. Do you remember 25 years ago, when the duty on Norway wood was very light, such a wood being used in such situations?—No.

3282. Was speculative building then carried on to the extent it has since gone?—No.

3283. Do you think, therefore, there was the same inducement?—I do not remember any American yellow pine at that period, nor any inferior Baltic timber being used, with the exception of that I have stated, the Brewick.

3284. How does the yellow pine stand when it is painted?—Very well.

3285. It stands in the open air as paling very well, though not painted, where the air can be communicated round it, does not it?—I cannot say; I have some that is painted that stands very well, but none without painting.

3286. Do you know whether it stands as well for building though not painted?—The sun does not affect it more than other deal.

3287. Is it worked much cheaper?—Yes; in joining work it is worked easier in some degree.

3288. Is there much difference in the wages of the men between working the yellow pine for ornamental purposes and the white Norway?—None.

3289. Does one work as easy as the other?—We do not employ men in that way by piece-work; we do our work by the day, and give a man so much a day, and measure our work, or sometimes charge it by the labour it has taken; therefore if there is an advantage in working the yellow pine greater than in working the hard wood, the public are benefited by it.

3290. Do not the men get through a greater quantity of work in a shorter period?—Yes; but if I charge by the time it has taken, the public have the advantage of that, because I am enabled to do the work cheaper.

3291. In a very large number of small houses built about London and elsewhere during the last 20 years the timber used was yellow pine?—Yes; I should not go back so far as 20 years, perhaps 15 years; I witness it daily, and often lament there is no check.

3292. In reference to the purposes to which you think the yellow pine particularly applicable, would you continue to use it for those purposes, even though by a change in the duties it was either raised in price, or that Norway deals by lowering the duty were much diminished in price?—I should use it if it was even raised to the price of Norway deals. I should use it for some purposes, for mouldings, and where there is a degree of labour required, in carving.

3293. For instance, if you could get clean butts of the American yellow pine timber, clear of knots, you would prefer to use that, even raised in price, in consequence of being subject to additional duty?—The question is, whether I would

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use the American deal, supposing they were the same price; if I was charged the same price for one and the other, I should use them in some cases by preference, because I should have a saving of labour upon them. If I wanted wide boards it would save me the gluing; therefore if I paid the same price for an American plank as I did for a Norway, I would use that by preference for some purposes, where the labour could be saved.

3294. For some purposes there is no substitute for them?—No.

3295. Supposing you wanted a large quantity of wood, where strength was not required, but mellowness, freedom from warping, and freedom from knots?—Yes; for cutting out circular work, rafters for plastering on, and purposes of that description.

3296. For many other purposes there is no substitute whatever?—No; we should have found a great difficulty in the building we erected in Carlton House Garden, but now standing in Woolwich Park; the rafters were cut out of pine, and we were enabled to cut the curve to a longer length, and they were screwed together in four or five thicknesses. I doubt whether we could have constructed the rafters at all but for that sort of timber.

3297. When was that?—In 1814.

3298. Is that building still standing?—Yes, in Woolwich Park; the rafters are of yellow pine.

3299. What proportion of the whole quantity of timber used in any building do you believe would be required for those purposes to which you would apply American yellow pine, even at the same price as Baltic timber?—A very small quantity for carpenter's purposes.

3300. Timber and deals?—A very small proportion if they were at equal prices; for the labour on the quantity we should use would be very inconsiderable.

3301. Would it be one-fourth?—I could not name any proportion.

3302. It would be but a small proportion in your opinion?—Yes.

3303. At the present prices, and under the present system, you would use very little American timber as timber in the construction of houses?—Very little; I should use it with great caution.

3304. Therefore, if you were at perfect liberty to use which you thought fit at the same price, you would not use American timber more than you do at present?—Certainly not, except for such purposes as before named.

3305. With reference to the internal fittings, supposing you were at liberty to use as you pleased, would you use much more or much less American deals than you do at present?—I should use more; I should use them more extensively for internal fittings for such purposes as before stated.

3306. Supposing you got them at the same price?—Yes; I should find an advantage, even if I paid the same price, in using them in preference to the other, for the labour is less, and they are more convertible, and there are less knots; and in the other, in finishing and painting of a door, there are the less knots showing through the paint.

3307. The turpentine in the wood comes out through the knot?—Yes. There is more expense attending the painting; they must use a coating of silver, or something of that description. If there is no knot, that expense is partly saved by using the pine in panels.

3308. Of the timber and deals required for such purposes as you want them for, the proportion of yellow pine timber is small as compared with the whole quantity of timber and deals employed in any building?—Yes.

3309. Supposing Kyan's patent were applied to yellow pine, would it not be equally good for joists and for sleepers as the Baltic timber?—I do not think that question can be answered at present; it has not had a fair trial.

3310. Would the application of Kyan's patent give it additional strength?—No, I should think not.

3311. Where durability was required, and not strength?—I cannot say; it has been only lately employed, not more than three years publicly.

3312. What is the difference of strength between the yellow pine and the red American pine?—I have never tried any experiments upon it, but I think the red pine is the strongest.

3313. Though you cannot state what would be the comparative weights, have you any doubt that of all the descriptions of timber which have been used for building purposes, yellow pine is the lightest?—No; I have no doubt about it.

3314. You paid a visit to Holland, did you not?—I did.

3315. Did

3315. Did you go there to purchase wainscot for Windsor Castle?—Yes.

3316. What is your opinion of the Dutch wainscot, as compared with the Riga wainscot?—The mottle of it is superior; but I have seen some of the Riga wainscot nearly equal to it; it is not convertible so easily.

3317. Why?—It is more liable to shakes. It is crooked and harder; it is more liable to warp.

3318. It requires to be kept a longer time?—I do not know about seasoning; there is a great loss in the conversion, I should say one-third.

3319. Where does it go to?—To Rotterdam and other places; the great mart for the logs is at Dort.

3320. Could you import it with great advantage, subject to the duty?—No; I imported in boards.

3321. They remitted the duty for Windsor Castle, did they not?—The Treasury remitted it.

3322. If you had paid the duty, you would have found your importing it in boards very expensive?—More so than the Riga logs.

3323. Can you see why it should not be imported in boards?—I should have frequently gone over to purchase, if it was not for the duty. I can purchase it in the logs, but then, from the risk upon the log, I would rather see what I purchase, and see that it is perfect.

3324. Have you imported any Dutch wainscot in the log?—Yes.

3325. Have you found it very defective?—Yes.

3326. Perhaps the reason is, that they cut out the best in Holland?—No, I do not think that, for they take them indiscriminately. They have only one way of selling logs there; you must take them in rotation. If you want to purchase 20 logs, if there should be 10 defective, they must be taken in rotation.

3327. If the duty on Dutch wainscot were only proportionate to the duty on the log, do you think any quantity would be imported in a state of boards from thence?—I think there would be some import of the fine wainscot, mottled wainscot, and it is in greater widths: that at Hampton Court is Dutch wainscot.

3328. You have had it 15 inches wide?—Yes, up to 17.

3329. What is the wainscot in old houses in the country?—Mostly English oak; there was not much Dutch or Riga wainscot before the reign of William the Third. I think Sir Christopher Wren introduced a great deal of it into the country in his time; he was building for a Dutch king, therefore it was natural he should use it.

3330. Is not there a great quantity of wood used for packing-cases?—A great quantity.

3331. A very large comparative proportion of which comes to London?—No, not a large quantity, compared to the wood that comes; but there is a great quantity.

3332. A large proportion of the ordinary deals imported are used for that purpose?—Yes.

3333. Yellow pine deals of the second quality and spruce deals are many of them used for that purpose, are they not?—Yes.

3334. From your evidence, it appears that considerable inconvenience is sustained by the trade in consequence of the same duty being chargeable on a comparatively thin as on a thick deal?—It is an inconvenience.

3335. But you consider the difference of lengths in which deals are imported as of great advantage?—Certainly; a great advantage in length.

3336. The 20 feet would be advantageous to you, then?—Yes; but there is one disadvantage in builders' yards from the longer lengths, that you cannot stand them up and move them about so easily.

3337. Does that apply to the 10-feet deals?—No, the 10 feet and 12 feet can be raised up in uprights; they are more easily turned about.

3338. Do you consider it a great advantage to have timber and deals of different qualities for application to the purposes to which they are respectively best adapted?—Yes.

3339. Then you would consider it disadvantageous that any regulation should be made that would have the effect of excluding from the market any portion of those different materials you have described the quality of?—I think if the duty were taken in a different way, that is, by the cube, or not interfering with the cutting out of the timber abroad, builders would give their orders as most suitable to their purposes to their merchants; one probably would be sending over for different

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widths and different thicknesses and different lengths to the cutters abroad, and we should find it to our advantage to purchase accordingly.

3340. You are not aware how the duties are assessed now?—I believe they are taken from six feet up to 16, and from 16 to 21, but we may purchase 16 and calculate that we have 16 feet of deals, and when we come to measure, we find them deficient; therefore I suppose, to avoid the duty, there must be great waste abroad, that if the deal is 17 feet they cut off above a foot.

3341. Are you aware that almost all the deals imported from Archangel are 21 feet in length?—Yes.

3342. They pay the same duty for any length exceeding 16?—Yes.

3343. If the importer of an Archangel deal had to pay an increased price proportionate to the increased length, would that have the effect of raising the cost of the deal to him proportionately?—If the duty was in the same proportion; if it was put upon the cube, he would pay only according to the quantity.

3344. If he now pays the same on the 21-feet deal as upon the 17, he does not pay any additional duty on the additional four feet of length?—No, certainly not.

3345. If he were charged with the proportionate additional duty that would raise the cost of the article so much?—Yes, if he paid more than his 21 feet duty, I should pay more by purchasing it of him; he could not give me the same deal, a 21-feet deal, at the same rate as he could a 17.

3346. If he charged you that higher price for the Archangel deal, and a Christiania deal of equal quality could be procured at the present price, would you not take the Christiania deal in preference?—No, not if they were at the same price. I am now cutting out deals; I have had samples of both the Christiania and the Archangel; I found the Archangel deals superior to the Christiania, therefore I did not purchase any great quantity till I ascertained the quality. I found the Christiania inferior to the Archangel in this case, but it is not always so.

3347. What is the relative price in the market?—It is the same.

3348. The price being the same, do you think the importer would pay a superior price for the Archangel, equal to the difference of duty in that case?—If the quality is equal to the Christiania, they would prefer the Archangel on account of their length. If a floor was being laid down, of certain dimensions, in Christiania deals, (they are the 11 and 12-feet lengths) they must have heading joints where they abut on each other; and there is greater labour in laying down a floor than where there are less of those.

3349. Would not that induce the public to pay the additional price consequent on the additional duty?—No; they would always use that which was most advantageous to them.

3350. Do you not perceive that any such alteration might make it not worth the while of the importer to import the Archangel deal at all?—I do not see that; if they were raised in price they could not compete with others; you would then shut them out of the market, if they were raised in price, unless the quality of them was found superior, to enable them to pay an increased price.

3351. You would consider it disadvantageous that any such change should take place as should shut them out of the market?—Certainly, I should be very sorry to see them shut out.

3352. Does not it strike you, from the nature of the answer you have given, that they are able to maintain their place in the market only by the advantage they possess of paying a less rate of duty than is paid on the shorter deals?—In the case of the Christiania I pay the same; I have the same quantity in one as the other. I have the same quantity in 100 of the 10 feet as I should have in 50 of the 20 feet.

3353. Does it not occur to you that the long deal of Archangel is only enabled to sustain competition in the market with the shorter deal by its having to pay only the same amount of duty as the shorter deal?—The price to me is the same.

3354. But the cost to the importer is not the same?—I know nothing of that.

3355. Can it be?—No, the duty is greater on the longer length of course.

3356. Supposing you were a converter of timber in Archangel, and you had timber to convert which you could cut into 16, 17, 18, 19, 20-feet deals, which would you prefer to be allowed to import, the whole of those deals at the duty of 21 *l.*, or would you prefer to pay a duty, beginning 19 *l.*, 19 *l.* 10 *s.*, 20 *l.*, 20 *l.* 10 *s.*, 21 *l.*?—I do not know that I can answer those questions; that is for the timber merchants.

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3357. The duties at present levied are, on deals 16 feet long, 19 *l.*, and the duties levied on all deals between 16 and 21 feet long are 22 *l.*; which would you prefer, if you were a converter of timber, to be obliged to pay, the same duty of 22 *l.* on all deals between 16 and 21 feet, or taking the duty on deals of 21 feet long at 22 *l.*, to be allowed to import all the deals of intermediate lengths at a corresponding reduced duty?—As far as I understand the question, I think it is this: if I have in the market sixteens, eighteens, 20 and 21, which would I prefer for my use? The question is put to me as if I were a cutter of deals; I am not.

3358. Would you prefer to be forced to send all your deals here between 16 feet and 21 feet at a duty of 22 *l.*, or would you prefer to be allowed to send your deals here, paying a proportionately reduced duty to their reduced length?—It is too comprehensive a question for me to understand it.

3359. Would you not be obliged, if you could only import the deals of intermediate lengths at 22 *l.*, to reject all the deals you could cut out between 16 and 21 feet, or a considerable number of them, on account of their being obliged to pay the duty of 22 *l.*?—Yes.

3360. You would not find it to your advantage to send deals here of 17 or 18 feet?—No; that is the case at present; I understand they reduce the lengths of the 16-feet deals to meet the duty.

3361. Would you not, on general principles, think it would be more advantageous to the timber converter to be allowed to send his deals here between 16 and 21 feet at a proportionate duty, than to confine him to extreme lengths by the mode in which the duty is imposed?—Yes, there is no doubt of that.

3362. Would that be the case if he paid for the long deals only the same duty he pays for the short ones?—I should think it is to the advantage of the cutter to send his deals in the different lengths in which they are cut out; if he is obliged to cut off in order to meet the duty, that is a sacrifice of his property. If I were asked what I consider useful lengths, I should say 16 feet we find useful in conversion.

3363. You get an abundant supply of those?—Yes, plenty.

Sir *Robert Smirke*, called in; and Examined.

Sir *Robert Smirke.*

3364. YOU are an architect, much engaged in building?—Yes.

3365. You have had great experience in the different qualities of timber for building purposes in your business?—I have had much experience, certainly.

3366. Be good enough to state to the Committee the result of your experience as to the different qualities of timber for particular purposes in building?—The best timber in general use for building is that we have from the Baltic, and the red pine of America.

3367. Do you use them indiscriminately, or do you give the preference to the Baltic timber over the red pine?—I have very little preference myself; there is a prevailing opinion in some parts of the country that the Memel or Baltic timber is more to be depended upon where it is in connexion with walls than the red wood; but I have great doubts myself whether it is better.

3368. By better, you mean less subject to decay?—Yes.

3369. Have you seen the yellow Canadian pine used as timber in construction?—I cannot say that I have seen it much used myself as timber, but in certain situations it has been used, and without disadvantage.

3370. Do you consider that as fit for the purposes of construction as timber?—Certainly not; especially where it is in contact with walls, or where it is likely to receive any great superincumbent weight.

3371. It is inferior in point of strength, in your opinion, to Baltic timber?—Yes.

3372. And in durability where it comes into contact with walls?—Yes, or with any dampness.

3373. Is there not a good deal of that timber used in the construction of inferior houses, on account of its greater cheapness?—I have heard it said so; I cannot say that I know it of my own knowledge.

3374. In the buildings of good character in which you are engaged you would not use that timber in such situations?—Certainly not, not as timber.

3375. You have not much opportunity of knowing what the construction of the inferior buildings is?—No, I have not.

3376. Will you state what qualities of deals you would recommend the use of in construction, for the purposes for which deals are adapted?—Where they are

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exposed to any violence, or where strength is required, I should prefer the Baltic deals; but in situations where the wood is not so exposed, such as the panels of doors, or any part where it does not come into contact with the wall, or exposed to injury, I should rather prefer the yellow pine.

3377. Will you explain the reasons which would induce you to give that preference to the yellow pine?—It is more free from defective parts, from knots and from sap; it shrinks less, and it holds the glue better. Those are the principal reasons that occur to me.

3378. It is softer and more easy to cut into shape for cornices?—It is so, but that is not material; the great advantage is its being free from knots, and more free from those defects which I have mentioned, and are frequently seen in Baltic deals.

3379. Should you use it for flooring at all?—No.

3380. It is too soft for that purpose?—Yes.

3381. What would you use for flooring?—Either the American red wood or the Baltic deals.

3382. Are you aware whether there is an inconvenience felt, especially with regard to flooring, from the thickness of which deals come to this country?—Yes, it is a frequent subject of complaint.

3383. What is the subject of complaint?—We think, in construction of buildings, a floor an inch and a quarter thick is, for average purposes, sufficient, and it occasions a considerable waste, as few or no deals two and a half inches thick are now introduced, except as battens.

3384. It leads to waste if you have to cut an inch and a quarter board out of three-inch deals?—Certainly; there remains what is called an off-cut, which it is very difficult to make any use of.

3385. Does your experience carry you back to the time when the duties were so low as to make it of little importance whether deals came two and a half or three inches thick?—No.

3386. Since your experience, do deals come of that description?—No; in the early part of my experience the deals that were generally used were two and a half inches thick, from Christiania, and 12 feet long. I believe very few of those are now imported, at least I hear of very few.

3387. Were the deals of that description, 12 feet long and two and a half inches thick, of better quality, in your opinion, than the deals of longer lengths and of three inches thick now imported?—The impression upon my mind is, that they were much better, but I cannot speak with much confidence about that; we have more frequently reason to complain of defects in the wood, and are informed that workmen have great difficulty in avoiding the sap and other defects.

3388. Do you not think it more likely that, when the converter is restricted in his dimensions, he should send deals defective in some part of the deal, than if he has the choice precisely of the dimensions to which he will cut them?—Certainly; there cannot be a doubt of that.

3389. Do you often meet with a deal which is very good at one end and defective at the other, or good on one side and defective on the other?—Yes, I have seen it frequently.

3390. The deals with the centre of the tree in are objectionable, are they not?—Of course very objectionable; such deals are very liable to split.

3391. If the converter converted according to his fancy, he would probably take care to cut the centre out?—If he considered his own interest, I think he would.

3392. Will you be good enough to state what qualities of timber and deals respectively you would select in the construction of the different parts of a house, without reference to price?—I should recommend for all the framing of a house, the floors and partitions, Memel timber or American red wood pine; and in certain situations I should recommend oak in preference to either.

3393. In what situations?—In the basement story, and in parts of the roof; and for the construction of the principal supports of the floors, I should exclude wood altogether, and I should recommend iron to be used. For the interior finishings I should advise the Baltic red wood deals, Baltic white deals, and also the red and yellow pine of America in different situations.

3394. When you say the Baltic, you include Norway of course?—Yes.

3395. What should you use for the frame part of windows?—For window sills of sash frames oak is always used, and for the sashes' frames generally the red wood from the Baltic.

3396. The soft pine would not do for that?—No, certainly not.

3397. You cannot have recourse to yellow pine where you want stiffness?—No.

3398. What should you take for partitions?—I should prefer the red wood.

3399. For the panelling and for cornices?—For the panelling fixed against the wall I would recommend red wood certainly, either Baltic or American, not yellow pine; but for mouldings, which are not in a situation to be exposed to injury, and in the panells of doors and shutters, the yellow pine may be used.

3400. What would be your objection to using the yellow pine for panellings applied to the wall?—Because there might be dampness in the wall.

3401. What would be the consequence if there were dampness in the wall?—I think it more likely to decay.

3402. In what number of years would the decay show itself?—It would probably show itself very soon.

3403. Would it not be equally likely to take place if the Baltic white wood were employed?—I think so.

3404. Do you know what is the practice of piling the deals when they come; do you know, in the case of yellow deals, what happens if they are piled flat on one another?—I know there is so much moisture in them, that a fungus is often produced.

3405. They decay and rot in the pile, though the air is blowing all around them?—Yes.

3406. Does that happen with a cargo of white wood Norway deals?—I do not know that it does. But the wood, I understand, comes in a different state into this country; the yellow pine from America is in a much better state than the Baltic wood; but these are points on which I have not much information.

3407. If the yellow pine is piled up edgeways it does not create a fungus?—No.

3408. That is the object of their so piling it?—I have always understood so.

3409. You attribute the greater liability to fungus in the American yellow wood to the greater degree of moisture in the wood rather than any inherent difference in the quality of the wood?—I have thought so.

3410. Do you consider it likely that the length of the voyage has something to do with it?—I do not think so.

3411. Putting a quantity of wood not in a dry state in the hold of a ship for a number of weeks, would not that have the effect of increasing the danger of rot?—Certainly.

3412. Is the dry rot more common now than it was 20 years ago?—I think not.

3413. Were there as many cases of dry rot in 1810 as there are at present?—So far as my experience goes, I am not aware of any difference.

3414. The proper application of the American wood is better understood than it was 20 years ago?—Undoubtedly.

3415. Do you, from that circumstance, attribute the dry rot not being so common?—That may be the case.

3416. Have you had cases of severe dry rot come under your observation?—I have very often seen it.

3417. Have the goodness to state any particular cases where it has shown itself very early?—I cannot bring to my recollection any particular instance of that kind. I have no doubt I might be able to mention some, but they do not occur to me at the moment.

3418. Do you remember any instance where the dry rot has attacked the Baltic timber, and has not attacked the Canada timber in the same house?—Not of my own knowledge; I have heard that said, but I do not know it as a fact.

3419. Where it once begins in a defective piece of timber of any kind, it will affect the sound and good timber also, will it not?—Certainly.

3420. The danger then is its first introduction?—I think so.

3421. Have you known it break out in Baltic timber?—Yes, frequently.

3422. In what instances have you known that, and to what cause should you attribute it?—It is sometimes extremely difficult to ascertain the cause of it; there are some instances in which I can form no opinion with confidence as to the cause, and where it has occurred in Baltic timber.

3423. Do you ever notice the surface of logs of timber as they come, either the Baltic or the red pine from Canada, to see whether the first little fibres of the dry

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rot are on the surface of one and not on the surface of the other?—I have not made that observation.

3424. Is the dry rot more subject in wet situations, or in northern climates, than in southern?—I should imagine it is more so in damp situations or wet climates.

3425. Have you seen any difference in houses in a wet clayey country?—There are certain situations in which it prevails remarkably.

3426. Do you think that referable rather to the situation of the house than the timber itself?—In the cases I allude to I think it referable to the situation.

3427. Do you think, the seeds of the disease being in the timber, external circumstances operate as an exciting cause?—I do not think there are any seeds in the timber, but that there is a property in the timber which vegetates or ferments, and becomes a fungus.

3428. Did you ever examine the deals as they arrive from America, or from the Baltic, in order to ascertain whether the seeds of the disease are in the one and not in the other?—No.

3429. From your personal observation, do you think the dry rot is now more or less prevalent than it was some years ago?—I have no reason to think it more prevalent.

3430. Have you reason to think it is less so?—I have no means of forming an accurate opinion.

3431. Do you know Kyan's patent?—Yes, I do.

3432. What is your opinion of that patent?—I think it extremely valuable.

3433. Supposing it were applied to the yellow Canadian timber, would it render it equally fit for the purposes to which you now usually apply Baltic timber?—I applied it to yellow Canadian pine about three years ago, and exposed that wood to the severest tests I could apply, and it remains uninjured, when any other timber (oak or Baltic wood) would certainly have decayed if exposed to the same trial, and not prepared in that manner.

3434. Have the goodness to state to what trial you subjected it?—I took a certain number of pieces of wood cut from the same log of yellow pine, from poplar and from the common Scotch fir; these pieces I placed first in a cesspool, into which the waters of the common sewers discharged themselves; they remained there six months; they were removed from thence and placed in a hotbed of compost, under a garden frame; they remained there a second six months; they were afterwards put into a flower border, placed half out of the ground, and I gave my gardener directions to water them whenever he watered the flowers; they remained there a similar period of six months. I put them afterwards into a cellar where there was some dampness, and the air completely excluded; they remained there a fourth period of six months, and were afterwards put into a very wet cellar. Those pieces of wood which underwent Kyan's process are in the same state as when I first had them, and all the others to which the process had not been applied are more or less rotten, and the poplar is wholly destroyed.

3435. Though it might give durability to the yellow timber, it would not give it strength?—Not the least.

3436. It would still remain fit for those peculiar purposes to which yellow pine is, you say, applicable; but not to other purposes to which the Baltic is applicable?—There are many purposes where it may be used, not depending upon strength, such as ceiling joists, and in some parts of partitions and other parts of a house.

3437. Would not the lightness be there a great advantage?—I do not think that is of importance; but the advantage of the process is, that it renders such an inferior wood as the poplar useful.

3438. Do you recollect whether any injury was done to the fibre of the wood by the use of it?—I could discover none. As another example of the effect of the process, I may mention that about two years ago, in a basement story of some chambers in the Temple, the wood flooring and the wood lining of the walls were entirely decayed from the dampness of the ground and walls; and to repair it under such circumstances was useless. As I found it extremely difficult to prevent the dampness, I recommended lining the walls and the floor with this prepared wood, which was done; and about six weeks ago I took down part of it to examine whether any of the wood was injured, but it was found in as good a state as when first put up.

3439. What is the effect on the nails?—I have observed no effect upon them.

3440. You did not find that they were more liable to rust?—No; I have used it in

in a very considerable quantity of paling nearly three years ago; that paling is now in quite as good a state as it was, though it is partly in the ground.

3441. Of what material was that composed?—Of yellow pine; some that I put up the year before without using Kyan's process (yellow pine), not fixed into the ground, but close upon it, is decayed, and the lower part of it was cut away last year.

3442. Is the process very expensive?—No.

3443. Did you steep the wood yourself?—No; I had it done in London and sent it down.

3444. Have you tried the application of any other process?—No.

3445. Have you ever tried the relative strength of timber in a joist of 12 feet long and nine inches square, what weight it would bear as between the American yellow wood and the red wood?—I have not.

3446. Is the American red pine equal in strength to the Baltic timber?—I cannot say from any trial made of it, but I should trust it as well; there are fewer knots, and a knot weakens timber very materially.

3447. Which is the best for flooring?—I have seen some very handsome floors made of American red wood.

3448. Should you prefer that for a flooring?—I cannot say I prefer it, having seen equally good floors; I have seen handsome floors also of Baltic wood.

3449. Were those floors cut out of American deals or American red wood timber?—I do not know.

3450. They (the American deals) come in small quantities, do they not?—I do not know; I rarely see them in London, nor do I use much of American red wood in London, on account of the prejudice which exists against it. In the north-western parts of England, and in Scotland particularly, it is difficult to get any other wood but the American.

3451. On the western coast?—Yes.

3452. What is to be got on the eastern?—Chiefly Baltic.

3453. What is the quality of American oak, according to your experience?—I should not use it in contact with walls; I have seen it in such situations decay very rapidly.

3454. What is your experience of the Petersburgh or Riga white wood deals as compared with Norway white wood?—I cannot say that I know what particular difference there is between them.

3455. Or the Petersburgh red wood as compared with the Norway red wood?—No.

3456. Of the Archangel red wood?—No.

3457. Do you know whether Archangel red wood deals are fit to be used in a basement floor, for instance; are they durable?—I should not use them in a situation where there was much dampness, I should not trust any deals in such places.

3458. Are they more or less durable than Norway or Swedish red wood deals?—My impression is that they would be more durable than either of those, but I have no certain knowledge of that.

3459. Has the use of iron increased much of late years in buildings?—It has very greatly increased.

3460. For what special purposes in construction?—In the construction of floors, and in the construction of the means of support for walls or other great weights, instead of beams of fir or oak.

3461. The great price to which timber rose about the year 1812, and the subsequent cheapness of iron, have probably tended to the increase of its use?—It probably did so, and having been found so useful, the use of it is much increased, and is becoming very general.

3462. Has timber ever been cheaper than at this moment?—Not, I think, within the last 25 years.

3463. Iron has been introduced into the construction of roofs?—Yes, very much.

3464. What has it supplanted there, the Baltic timber?—Yes; the whole of some roofs are of iron. I made all that of Lord Somers's house, Eastnor Castle, in iron, except the laths, which were laid to receive the slates; the principal part of the floors and roofs of the Museum are also of iron.

3465. Has there been a great deal used at Buckingham House?—A great deal.

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3466. Lord Somers's house was built 20 years ago, was it not?—It was begun, I think, in 1812 or 1813.

3467. That was one of the first experiments made, was it not?—It had long been in use in manufactories; I do not know of any instance of it in a private house before that.

3468. Have you ever had any experience of Riga spruce deals?—I have not.

3469. As a surveyor would you approve of their use as a substitute for Norway white wood?—Certainly not, without knowing more of them than I do.

3470. They are, in short, a prohibited article?—I do not know them.

3471. In Government work would you allow them to be used?—Not without some knowledge of their nature.

3472. For certain situations in the basement or the roof, you have said you would use oak; do you mean English oak?—English or foreign oak. English oak is procured for those purposes more readily than foreign wood.

3473. The quality of Baltic oak would be equally good?—Yes; but not so good as the hard and solid English oak; all the oak in the north, such as the Lowther oak, is much stronger than that of the midland counties, or than the foreign oak that I have seen.

3474. It is closer in the grain than the oak in the south, is it not?—Yes.

3475. Can you say anything of the difference of quality of the two kinds of oak which are natives of Great Britain?—There is a material difference in the quality of oak.

3476. Are you aware there are two kinds of oak totally different in species?—I am.

3477. Can you say anything as to the comparative quality of the timber of the two?—The oak that grows in low situations, and grows rapidly, is never found to be so strong or so durable as that growing in exposed situations, and in drier soils. I have not made the observations as applied to the different species of the tree.

3478. Have you had any opportunities of becoming acquainted with the new buildings which are constructed about London, and in London; the houses run up principally in the outskirts of London?—No.

3479. You are not aware whether they are built of good timber or not?—No, I do not know of my own knowledge.

3480. Is it easy to distinguish between the yellow pine of America and the Baltic timber, for instance?—I think so.

3481. Which could you most easily distinguish, yellow wood from red Baltic wood, or yellow pine American wood from Baltic red wood?—I think I could distinguish both equally well.

3482. Which of the two might a person not acquainted with the article most easily confound with the Baltic red wood?—I cannot say.

3483. Do you not think that such a person would more easily distinguish the wood of which these tables were made, than if they were made of yellow pine?—I think not.

3484. Does yellow pine more closely resemble externally Dantzic timber than Norway white pine?—I have not compared their appearance externally.

3485. Are there not some species of yellow pine of close texture which might easily be mistaken by a person not very conversant with timber for red wood Baltic?—I confess I think not, unless he was ignorant of the nature of wood; the difference between yellow pine and red pine is so obvious.

3486. Is not the grain of American yellow pine totally different from that of Dantzic timber?—Certainly.

Martis, 21° *die Julii*, 1835.

THE RIGHT HON. CHARLES POULETT THOMSON,

IN THE CHAIR.

Mr. *Allan Gilmour* and Mr. *William Allan*, jun., called in; and Examined.

3487. To Mr. *Gilmour.*]—WHAT is your business?—I am a merchant, at Glasgow.

3488. In what trade?—Principally in the North American trade. I was first in the Baltic trade, but I have been for some time principally in the North American trade.

3489. In the timber trade?—In anything which that country sends.

3490. To Mr. *Allan.*]—What is your business?—I am a ship and insurance broker at Leith, and a general commission merchant, chiefly in the timber trade.

3491. Do you do business on your own account?—We do occasionally.

3492. You are principally engaged as a broker?—Chiefly as a broker.

3493. Are you a shipowner?—To a small extent of late; we lost some of our tonnage last winter, and did not re-invest it.

3494. To what amount of tonnage?—I should think I am not interested in more than about 200 tons at present.

3495. To Mr. *Gilmour.*]—Are you a shipowner?—I am, along with my partners.

3496. To any considerable extent?—Between 10,000 and 12,000 registered tons.

3497. Is your shipping engaged altogether in the trade to North America?—They have been mostly in the North American trade; we have had a vessel occasionally going to Sierra Leone, but chiefly in the North American trade.

3498. Your firm at Glasgow is Pollock, Gilmour & Company?—Yes.

3499. Your trade is generally the exportation of British manufactured goods to the North American Colonies, and the importation of the produce of those Colonies?—That is our business; we export a vast amount of British manufactured goods.

3500. Have you any objection to state to this Committee the probable amount of British manufactures you export to British North America in the course of a year?—It has been for several years past upwards of 100,000*l.* yearly.

3501. Consisting of linens and cottons and hardware?—Yes, everything which is manufactured in this country.

3502. In what shape do you get the returns?—Chiefly in lumber.

3503. Have you commercial establishments in those Colonies?—Yes, a great many establishments.

3504. Will you state where?—Gilmour, Rankin & Company, of Miramichi; Robert Rankin & Company, St. John's; Allan, Gilmour & Company, Quebec; William Ritchie & Company, Montreal; Arthur, Ritchie & Company, Rustigushe; Gilmour, Rankin & Company, Bathurst.

3505. Have you ever been in those Colonies yourself?—I have travelled through that country for eight years in the principal lumbering districts and the rivers.

3506. What was the last year you were there?—About three years ago.

3507. Was it in the year 1832?—I think it was 1831 or 1832. I have been eight seasons in America, or part of eight seasons.

3508. Have you been in those districts where the timber is cut?—Yes, I certainly have; that was my errand out there.

3509. To visit the forests?—Yes, to visit the navigable rivers, to see where the forests were.

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3510. Will you describe to the Committee how the timber is cut and prepared, and the class of people by whom it is cut and prepared, and generally their moral condition?—Of late years, I may say, it is all cut by the emigrants from this country, England, Ireland and Scotland.

3511. What Colony are you speaking of?—I speak of both New Brunswick and the Canadas.

3512. Will you speak with regard to the character and comfort of the persons employed in preparing this timber?—I consider their character equal to that of any other class of workpeople.

3513. Were they more demoralized than people of the same class of life in the mother-country?—No, they are not, and it is a thing impossible that they can be, for they go from 100 to 600 miles up into the forest, where there is no portion of contamination, nothing there to hurt their morals.

3514. Over what period of the year does the cutting and preparing the timber extend?—They commence in August or September to take up their provisions to their camps, where they mean to cut and manufacture their lumber, and it may vary a little according as there may be rains and freshes to enable them to take up their provisions, because sometimes the summer is very dry there, but we commence in August or September.

3515. Where do those people go?—They go up with the provisions.

3516. At what period of the year do they return?—They cannot return till April or May, and perhaps the lumber that they cut does not return the next year at all: it did not the last year.

3517. That will depend upon the quantity of water in the several rivers for the conveyance of it?—Just so; that is just what it is.

3518. How are those people employed when they return home?—They come down with it in the summer, towards August, and up to September again before they can get it all down, then they sell their lumber, and just prepare to go back again.

3519. Are not those people employed during the summer months in pursuits of agriculture?—They are; the farmers are all employed in it, they do not come down with the timber at all (the farming class).

3520. What proportion of lumberers do you conceive may be of the farming class?—I think they are connected with the farmers nearly altogether.

3521. In Canada is there any other employment in the months from September to April or May than cutting timber and preparing it?—There is not a single thing at which the workmen can earn a shilling perhaps for six months in the year; it is not possible.

3522. Why is it not possible?—Because there the snow is lying from three to five or six feet deep; it is a thing perfectly impossible.

3523. Do you purchase the timber from the persons who cut it, or are they in your own employment; do you pay them wages?—In Canada, in general, we purchase of the lumberers who make it. In New Brunswick we act quite differently.

3524. Describe how you act in New Brunswick?—In New Brunswick there is is what is called a stumpage that is paid to the Crown lands, that is the first commencement of it, then we give them provisions or goods, and then when it comes we fix upon the price with them, but we give them just the current price at the time of shipment; that has been the practice with us there for at least 15 years at all our establishments, except at Quebec. At Quebec the timber is generally purchased when it comes down.

3525. In the case of New Brunswick you purchase the timber of Government standing in the forest?—Yes, and so we must do in Canada, or the lumberer must do it.

3526. How many cargoes of timber do you ship from the North American Colonies in the course of a year?—We shipped 300 last year from British North America.

3527. Were they on your own account, or some of them on contract?—There is a portion on our own account, and the remainder on contract. For these 15 or 20 years past we have delivered cargoes nearly to every port in England, Ireland and Scotland, I may say.

3528. What was the proportion of red and of yellow pine contained in those 300 shipments?—I may say there is now little or no red pine at all in New Brunswick, nor has there been for a long time; it always was very limited; it is now all cut

cut away in that province; it will be impossible for me from my memory to say exactly the proportion of red with yellow that we ship from Quebec, but one-third or one-fourth, or somewhere thereabouts.

3529. Do you mean one-third or one-fourth of the whole?—No, only in Canada; there is none in New Brunswick worth notice.

3530. Do the red and yellow pine grow in the same forest?—They are in groves as we term them; there may be a grove of red pine growing here, and a grove of yellow pine growing there; they do not mix much together.

3531. Supposing the demand for yellow pine timber materially diminished, say to the extent of one-third, would that affect the price of red pine?—Yes, the two go together.

3532. It would be necessary to cut down the yellow pine to get at the red pine, occasionally to clear the wood?—That is necessary, and it is more so if you have to make very long roads away to deserts and forests; the great expense is the making those roads; if you did not bring all the merchantable and good timber when the road is made, it would cost a great deal more.

3533. Will you give the Committee any accurate data on which they might depend as to the increased cost which would be contracted in the price of the red pine, supposing there should be a diminution in the exportation of yellow pine to the extent of one-third?—In my opinion that would put an end nearly to red pine altogether; I am quite clear of that; if they did not bring the one, they would not bring the other.

3534. Supposing that the demand for red North American pine should cease, what effect would that produce upon yellow pine?—It would have this effect, it would raise the yellow pine to the consumer in this country very much; it could not be otherwise, for the reason I gave, before the road is made; they bring the two down together.

3535. The making the road is a great portion of the expense?—Yes, through those deserts, from 4 to 15 and 20 miles.

3536. Have you any establishment of saw-mills in North America?—We have upon the River Miramichi, I suppose, the best saw-mill in the country, which cost not more than one-third of some others.

3537. Water-power?—Yes.

3538. What produce in hundreds of deals does that saw-mill turn out in the course of a year?—I have no note of that.

3539. What has this mill cost you?—That mill would cost us upwards of 15,000 *l.*

3540. Are you interested in any other mill?—We have a great deal of money on mortgage lent to other owners; money lent on other persons' saw-mills.

3541. You have lent money to other persons on the security of their saw-mills?—Yes, to a large amount.

3542. Can you give the Committee any information as to the probable number of persons employed in cutting and preparing this timber for the European market?—I am perfectly confident that the timber we ship employs more than 5,000 persons regularly, and between 1,500 and 2,000 horses and oxen.

3543. Estimating the quantity of timber prepared and sent to this country by your several mercantile establishments, can you, upon those data, give any information to the Committee as to the supposed number of persons generally engaged in the lumber trade?—No, I cannot say that I can make any calculation upon that; but the returns from the Custom House will show how many loads come from America.

3544. It would be a safe guide for this Committee to estimate the number of persons employed, namely, comparing your 300 cargoes with the entire quantity of timber exported from the British North American Colonies?—Yes, I think it would.

3545. How many loads would a cargo average?—The average of the vessels may be between 350 and 400 tons register.—(Mr. *Allan.*) About 550 loads on the average.

3546. What is the comparative value in the market of American red pine, and Dantzic and Memel timber?—(Mr. *Gilmour.*) I have drawn out a statement of the prices of different sorts of timber at different ports.

[*The same was delivered in, and read, as follows:*]

PRICES of Deals and Battens, 1835, at the undermentioned shipping Ports, free on Board, per Load of 50 Cubic Feet.

	£.	s.	d.		Per Load. £.	s.	d.
Archangel mill-sawn deals	5	5	–	p'Petbg std hd, 120 p' 12 ft. × 1½ in. × 11 in.	1	11	9
hand-sawn deals	5	–	–	ditto - ditto	1	10	3
Memel crown deals	6	10	–	ditto - ditto	1	19	5
seconds deals	5	12	6	ditto - ditto	1	14	1
Riga red deals	7	9	–	ditto - ditto	2	5	1
white deals	3	13	8	ditto - ditto	1	2	3½
Petersburg red deals	5	17	6	ditto - ditto	1	15	7
white deals	4	–	–	ditto - ditto	1	4	2¾
Christiania yellow, best deals, 3 in. × 9 in. × 16 ft.	21	–	–	per 120	2	18	4
ditto - 14 –	17	–	–	per 120	2	14	–
ditto - 12 –	14	–	–	per 120	2	11	11
yellow seconds deals, ditto - 16 –	15	10	–	per 120	2	3	1
ditto - 14 –	12	–	–	per 120	1	18	1
ditto - 12 –	9	10	–	per 120	1	15	2
white best deals, - ditto - 16 –	15	–	–	per 120	2	1	8
ditto - 14 –	13	–	–	per 120	2	1	3
ditto - 12 –	11	–	–	per 120	2	–	9
white seconds deals, ditto - 16 –	13	–	–	per 120	1	16	2
ditto - 14 –	10	10	–	per 120	1	13	4
ditto - 12 –	8	10	–	per 120	1	11	6
mixed yellow deals, ditto - 21 –	26	–	–	per 120	2	15	–
ditto - 19 –	22	–	–	per 120	2	11	6
mixed white deals, - ditto - 21 –	21	–	–	per 120	2	4	4
ditto - 19 –	17	–	–	per 120	1	19	8
best battens, 2½ in. × 7 in. × 16 ft. -	13	10	–	per 120	2	17	10
ditto - 21 – -	18	10	–	per 120	3	–	5
Norway deals and battens, average price -	–	–	–	– – – –	2	5	3
Quebec yellow deals	5	2	6	Petbg std hundr.	1	11	–½
spruce deals	4	12	9	ditto	1	8	–
St. John's spruce deals	4	13	4	ditto	1	8	2

PRICES of Timber, 1835, at the undermentioned Shipping Ports, free on Board, per Load of 50 Cubic Feet.

	Per Load. £.	s.	d.
Memel crown timber	1	14	–
seconds timber	1	7	–
Average, 1 *l.* 10 *s.* 6 *d.*			
Quebec red pine timber - 1 *l.* 13 *s.* 2 *d.*, from which a duty is paid to the Crown of 4 *s.* 2 *d.* leaving	1	9	–
yellow pine, ditto	–	17	–
St. John's, Mirimichi, and Chaleur Bay, ditto	1	3	–
The proportion of red pine from the British Colonies is not more than one-fourth of the gross quantity imported from thence; therefore the average price of timber from British America will not exceed	1	2	3

3547. Are you engaged in the importation of timber from the Baltic?—I have not done much of late, because we are driven out of it by foreign ships. That was our whole trade, but they forced me out of it, and I turned my attention to British America.

3548. Where have you got the prices of deals and timber and battens in the ports of the Baltic?—I got them from our agents at Grangemouth, and from two or three different agents in London.

3549. The timber you import from North America is used for the general purposes for which all timber is used, namely, ship-building, and for houses of different descriptions?—

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descriptions?—It certainly is used, in every case of building purpose, in every port in England, Scotland, and Ireland; that is, the Canada red pine for beaming and joisting, and the yellow for inside finishing, and wholly for cases. I am not aware of any port in England, Scotland or Ireland where they ever make a case of anything else but American yellow pine.

3550. Is it the fact, or otherwise, that many of the first-rate houses in Glasgow are constructed of Canada timber?—I speak of all the first-rate gentlemen's houses; as I said before, the beams and joists of Quebec red pine, and the whole of the inside finishing of yellow pine; and the city of Edinburgh the same to a considerable extent.

3551. Have you had any complaint of yellow pine being affected with what is termed "dry rot"?—I think there is no such thing as the dry rot at all; there is a damp rot, a want of air. There is no dry rot commences in American timber, from the roof downwards; if there be a rot, it is at the bottom of the beams and the lower floors, and it proceeds upwards.

3552. Is it your opinion that the American timber is more liable to this "damp rot," as you term it, than the Baltic timber?—I do not believe it is; and this may bear me out in that opinion: The gaol in Glasgow and many of the churches, done with Baltic timber, which has been done at any rate, I may say, within 12, 15 or 20 years, have been completely rotten with what is spoken of, the dry rot, which I call the damp rot, and replaced with Quebec red pine.

3553. Is a great deal of the timber you import used in ship-building, and in what parts of the ship?—The timber of North America is not much used for ship-building, except that from Canada; there is Quebec white oak, red pine and white rock elm.

3554. You have stated that your shipping consists of from 10,000 to 12,000 tons; of how many ships does that consist?—We have perhaps 18 or 19, and we are ships' husbands perhaps for one or two vessels occasionally.

3555. You are interested in about 20 ships?—Yes.

3556. Supposing that an alteration of the relative duties between North American timber and Baltic timber were to take place, and the consequence should be to increase the importations from the Baltic to the extent of one third, what effect would that have upon your 18 or 20 ships?—If you place the timber-carrying trade from North America on a worse footing than at present, I would consider our vessels nearly valueless.

3557. Can you tell the Committee the average register tonnage of your ships?—There are four from 300 to 400 tons, and the remainder from 500 to 700 tons.

3558. The principal part of your ships are from 500 to 600 tons, are they not?—There are two or three, built at Whitby, Stockton and Shields, which are not so large.

3559. How many of your ships are English-built, and how many Colonial-built?—I suppose about 15 Colonial-built and five English.

3560. Were those ships built specially for the Colonial timber trade?—When we purchased these vessels at Whitby, Stockton, and so on, we considered them the most suitable; since 1824, we found they would not do at all, and we were obliged to build vessels of from 500 to 700 tons register.

3561. Since 1824, you have changed the class of ships?—Altogether; we have larger ships, or we should be driven out of the trade.

3562. Can you navigate a ship of 500 or 600 tons proportionably cheaper than one of 300?—Yes; there is one captain and one mate for a vessel of 600 or 700 tons, and the same cooking.

3563. Have you any objection to state to the Committee whether those ships have been profitably engaged in that Colonial trade; whether they have made what you consider a fair return?—All under 400 tons register I consider a ruinous business; the others may leave a profit, if they be fortunate, but we are obliged to build them to get remittances.

3564. What is the rate of freight from Quebec to London?—I would suppose it averages from 39 *s.* to 41 *s.*, according to the size.

3565. Do you consider 41 *s.*, a rate which is remunerative?—Yes; I think that would do with the class of ships I describe, built for the trade.

3566. From Quebec?—Yes.

3567. Would 35 *s.* remunerate you?—No, it would not.

3568. Would 35 *s.* remunerate you to the lower ports?—Yes, it would do perhaps for Miramichi and Chaleur Bay.

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3569. Do you send any timber to Grangemouth?—We did do it, and we made a very large establishment there when I was connected with the north of the Continent, in 1806 to 1812; we built large granaries and had large yards, but we abandoned them, and my partner, Mr. Pollok, came and joined us at Glasgow, because the foreign vessels had driven us entirely out of the trade.

3570. Do you know how many vessels entered at the port of Grangemouth timber-laden last year?—I applied to see the number of foreign and British vessels which entered Grangemouth up to the 11th of June of the present year, and there are from 50 to 60 ships, and only seven of them British.

3571. From whence were the foreign?—From Norway and Sweden and the Baltic.

3572. Out of nearly 60 ships which entered that port laden with timber, there were but seven British ships?—Yes; I applied to the Custom-house, and they would not give me the return without an order from the Board.

3573. You stated that 14 or 15 of your ships were built in the North American Colonies; have you any objection to state at what you can build a ship in those Colonies complete for sea?—There is a difference in the prices according to the places they are built in; if they are built in New Brunswick, I would say New Brunswick ships would be 8*l.* 10*s.* the registered ton.

3574. Is that complete for a voyage?—Yes, with one suit of sails.

3575. And her anchor and cables?—Yes.

3576. Built of what materials?—They are built of the materials that there are there; the floor timbers and the futtocks are built of black birch, and the upper works of what are termed heckmatic or juniper.

3577. At Quebec?—I would say Quebec ships, built of the best white oak and rock elm, well finished, cannot be built and fitted to sea under 12*l.* to 14*l.*, but inferior ships can be built at Quebec for 9*l.*

3578. Supposing a ship built at New Brunswick or Quebec, as of almost necessity she must, brings a cargo of timber to the United Kingdom, how much would that take off from the first cost of the ship, after paying the expenses of the voyage?—It takes very little off, for we must send out a crew and everything she requires for sea. I consider it takes off very little from the value of the ship.

3579. Did you state that some of your ships were built at New Brunswick at 8*l.* 10*s.* a ton?—Yes, but that is a number of years ago.

3580. Is it a fact that the New Brunswick-built ship at 8*l.* 10*s.* per ton can be occupied in the Baltic timber trade with the Prussians and the Norwegians, as regards Grangemouth?—There is no possibility, though you give the ship for nothing; it is impossible it can compete if it is built of any registered tonnage or any draught of water.

3581. Will you explain the reasons upon which you have come to that conclusion?—The reasons are, and every man of experience will agree with me, in the first place, the wages are only about 15*s.* per month, when we pay from 50*s.* to 3*l.*; and provisions again, I know those they had when I was on board of them did not cost them more than 4*d.* or 5*d.* per day, while the way that the British ships are fitted out, it does not cost less than 1*s.*

3582. Have you been in the forests of Russia and of Prussia?—I did not get very far up; it was in Buonaparte's time, and his decrees were in full force, but I got a Swedish pass and went round Torneo and round by the Gulf of Bothnia, both in winter and in summer.

3583. Had you an opportunity of seeing the people engaged in the lumber trade in the Baltic?—Yes; I have been in Sweden and in Norway.

3584. In what respects do they differ from the class of persons engaged in the lumber trade in North America?—I would say generally, no comparison can be drawn, they are so much more miserable than they are in America.

3585. In what respect are they so much more miserable than they are in America?—Their houses in Lapland and all round there are only a few feet square; they had not even a bed to go to.

3586. In point of civilization, what is the comparison in condition?—They are so far back, I could not say what the comparison might be, because they have never known any comforts; they never look for them.

3587. They are clothed with British manufacture?—A good many of them are clothed with goat-skins, and do not shift them for months.

3588. Is not that 20 years ago?—It was from 1806 to 1812.

3589. Have

3589. Have you had any experience of it of late years?—No, for I have not been there since that.

3590. Were you above Memel?—I was at Memel, and went out with some friends and took a little diversion in the country as far as I could go, to the saw-mills; but Buonaparte was in power and would not allow me.

3591. According to your opinion, the people who are employed in the lumber trade on the coasts of the Baltic are much worse off in point of civilization and condition of life, and much worse paid, than the lumberers in North America?—There is no doubt of that, and that must be the case, because the wages are not near one-third.

3592. The price of timber in the Baltic is less than the price of timber at Quebec, New Brunswick and Miramichi, is it not?—No. The statement I have given in shows that; it shows clearly the prices at Quebec, and the principal ports of America.

3593. Have you imported any timber in the last year from the Baltic or from Norway?—No, I have not imported it, but we have always (to regulate our own business) the prices current; we have to watch to see what they are doing.

3594. Is the table of prices you have given to the Committee formed out of the prices current which have been sent to you from correspondents in the Baltic?—Yes, and got from principal houses here in London.

3595. You have taken the price of Crown timber at Memel at 34 *s.*, and that of the second timber at 27 *s.* for 50 cubic feet; what measure do you take there? is it 50 cubic feet, the rate at which it is usually sold at Memel, or have you reduced it down to 50 English cubic feet, custom-house measure?—We have reduced it all down to the cube.

Mr. *Allan.*]—Just as you would measure it in this country.

Mr. *Gilmour.*]—I have checked it with different gentlemen.

3596. Are you not aware that the price of timber this year, owing to the want of water on the Continent, has been much above the average?—To my certain knowledge, for the last 10 years the Memel timber has been gradually rising; it may rise a little more from the want of water to float it down with. No one can fail to perceive that it has risen regularly within these 12 years 8 *s.* or 10 *s.* a load.

3597. Would not a guinea a load for Memel second timber be a fairer average of the last 10 years than the 27 *s.* you have taken?—I think I take it at the present price.

3598. According to the average of the last 10 years, would not a guinea a load be a fairer average for second Memel timber, reduced to English measure, than the 27 *s.* you have taken?—No, I think not. I see no prospect of getting it lower.

3599. You conceive that the fairest data to take regarding the prices of timber in the Baltic is to take the prices of the last year?—Yes.

3600. Your paper is only a document showing the prices of timber in the present year in the Baltic and in North America?—Yes, comparing the prices together.

3601. Supposing you were required to state what in your opinion has been the average shipping price of second Memel timber during the last seven years, at what should you rate it?—I am not prepared to answer that.

Mr *Allan.*]—I should state that the average for the last seven years would be about 23 *s.* cubic measure, as before referred to, to the best of my recollection; I have no document to answer it from at the moment.

3602. Do you consider the present system of taking the duty on deals the best system that can be adopted under existing circumstances?—(Mr. *Gilmour.*) No, I do not.

3603. What have you to suggest to the Committee upon that subject?—It appears that the present mode of levying the duty by tale, and classed as at present, from 6 to 16 feet in length, and from 16 to 21 feet in length, has arisen from the propriety or necessity of keeping up a competition betwixt the deals from Norway and those from the Baltic, say Russia, Prussia, &c., the wood in Norway being such as cannot produce long or broad deals; and in this way a higher duty is imposed on Norway deals per cubic foot than on Baltic deals; but for this, the chief or nearly the whole supply would come from Norway. It would therefore be very impolitic to alter the present classification in regard to duty on deals, &c., as if the duty was levied by the cubic foot Norway would enjoy an entire monopoly of the deal trade,

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and raise the price equal to the next country of supply, which could not in any view be beneficial to this country, as this trade, in all its branches, is entirely done by the Norwegians, and it is also a country that requires little from us. It might, however, be very proper to alter the rate of duty on deals, being a sort of manufactured article, so that the most favourable class should not pay a less duty per cubic foot than the rough article of timber; and, viewed in this way, the following would be the result at the present rate of duty: Deals from the Baltic are at present generally imported of the size of 11 × 3 inch, and taking the calculation from this as the largest sized deals,

120 pieces 21 feet 11 × 3 is $577\frac{6}{12}$ cubic feet, at 55/ per load, 31 *l.* 15 *s.* 3 *d.*, present duty, 22 *l.*

120 pieces 16 feet 11 × 3 is 440 cubic feet, at 55/ per load, 24 *l.* 4 *s.*, present duty, 19 *l.*

Colonial Duty:—$577\frac{6}{12}$ cubic feet, at 10/ per load, 5 *l.* 15 *s.* 6 *d.*, present duty, 2 *l.* 10 *s.*

440 cubic feet, at 10/ per load, 4 *l.* 8 *s.*, present duty, 2 *l.*

Present difference between foreign and Colonial deals is, on 21 feets, 19 *l.* 10 *s.*; on 16 feets, 17 *l.*

Difference by the above alteration, 21 feets, 25 *l.* 19 *s.* 9 *d.*; 16 feets, 19 *l.* 16 *s.*

And in this proportion for the other sizes of deals, battens and ends, as classed in the book of rates.

3604. In point of fact, your opinion is that deals ought to pay as high a duty as timber, if not higher, being a manufactured article, taking the cubical contents of each?—Yes, it ought to be regulated in that way.

3605. With the exception of Norway deals, you think that in consequence of Norway being more contiguous to this country than the ports in the Baltic, and in consideration that the Norwegians take little or nothing from us, they ought to pay somewhat higher duty than would be levied on the cubical contents of deals from the Baltic?—Yes; I would say, were the duties raised, they should be just raised in proportion on the Baltic, Norwegian and American, as the scale now stands, by tale. I would just say, if they were to be measured by the cubic feet, it would be an immense expense, an immense detention to ships, and it can give no more to the revenue, because if a plank or deal be 12 feet long, nine inches wide, and three thick, any one sees what number of cubic feet there are in 100 or 120 deals; in this, therefore, I would do all different lengths just in that way.

3606. Do you mean to say, though you would not estimate the duty exactly by the number of cubic feet, you would put a proportionate duty on deals of different lengths, so as to bring them pretty nearly to the duty on the cubical contents?—Yes, just so.

3607. Would not that have the effect of excluding the Archangel deals from the British market?—I cannot see why it should, because, by the table that is given in, they are receiving a vast deal more per load than what we receive in America, and the wages not one-third.

3608. Do not you perceive that if by the present arrangement of duties the Archangel 21-feet deal pays only the same duty as the 17-feet deal imported from any other place, that is a great advantage to the Archangel deal?—This is the very thing that I say; for that cause it should be revised.

3609. You wish not to give such an advantage to the Archangel deal?—Certainly not; we get a foreign country manufacture sent in at a less duty than the rough material.

3610. Do you think the Archangel exporter does receive a greater net price for the article he exports than the Christiania exporter?—No; the Christiania is much the highest, as appears by that table.

3611. If you subject the Archangel exporter to a charge from which he is at present exempted, must you not to that extent reduce the proceeds of the article he exports?—No, I should think not, because there is a fair proportion coming in from British America and Archangel.

3612. The question refers to competition between the deals the produce of different European countries; is it your opinion that it is by the advantage the Russian deals have in their long deals being only charged with the same duty as the short deals of the other European countries, that they are enabled to maintain their standing in the market?—There is no doubt of that; look how much duty they pay actually a load.

3613. If it is by that advantage alone they are enabled to maintain their place in the market, if you remove this advantage would they not be displaced from it?—No, I should think not, if you maintain the proportions. The deals come just now in fair competition; would they not come, although they actually pay every one in cubical contents in the way I have described, just in the proportion to what they are at present?

3614. Is the cost of conveyance of deals from Archangel the same as from Norway, less or more?—There is no place at which it is so low as from Norway, because they are nearer at hand.

3615. Then, if the difference in transport is not compensated by a difference in duties, how can they come in?—If the duty on them is taken accordingly, so that it is the same if you take it altogether; as long as they have the price they have it is the same to them.

3616. That advantage consists in the Archangel deals not being charged with duty according to their cubic quantity?—Yes, certainly.

3617. Are the Committee to understand you would recommend to charge them according to the cubical contents, and to take away that advantage?—I would not take away the advantage, but I think they have too much at present.

3618. You would leave them some advantage, but not so much as they have at present?—Just so.

3619. Your opinion is, that Norway being a country situate more near to the United Kingdom than the ports in the Baltic, deals the produce of Norway ought to pay a higher duty by the cubical contents than the deals of Archangel, supposing that Parliament in its wisdom should decide that the duty on deals should be taken by cubical contents?—Yes; I say the deals in Norway, they must pay a higher duty on the cubical contents than those coming from Russia.

3620. Are you aware whether this country can make such distinction of duties without a breach of reciprocity treaties?—I do not know what the reciprocity treaties are.

3621. Looking at the present state of duties, as regards Colonial-grown timber, and as regards timber grown in countries bordering on the Baltic, can you suggest any change of system which would be more beneficial than the present system, regard being had to the interests of the consumer, the shipowner, and the community generally?—No, I say I consider it impossible; if you break down the fair competition which now exists, the consumer must pay vastly higher for his timber.

3622. In point of fact, have you found in your country, namely, in Scotland, any complaint from any class whatever of the present scale of duties upon timber?—No, quite the reverse. I have conversed with them, I may say, in almost every town and seaport in Scotland, and indeed also in England, and the price of Baltic timber averages something about 2*s.* to 2*s.* 2*d.*, and the American timber from 1*s.* 3*d.* to 1*s.* 10*d.*: therefore the consumers all say that here is a variety at different prices, and we never can be cheaper served.

3623. A timber consumer can go into a great deal-yard now, and can select timber and wood of North America or any country bordering on the Baltic, and get what he likes at a moderate charge?—Yes, he can.

3624. In the former part of your examination you state that the lumberers begin to ship down in August or September, and return the next April or May?—Yes, if they be fortunate.

3625. Are all the persons who are engaged in the preparation of timber for the market, those who go from the shipping ports at the time and who return at the period you have stated, or do those technically termed lumberers hire assistant lumberers to assist them in the preparation of the timber?—All the farmers assist those lumberers themselves during the winter, for they have nothing else to do, and their hay, the produce of the farm, goes to the lumberers; they themselves and their oxen and the farmers work cutting down and making the lumber during the winter, haul it by their own oxen to the banks of the river, and sell it to other people that bring it down to Montreal and Quebec; and that money that they get for it, if they be farmers, because they cannot be doing anything else, enables them, when the snow and frost get off the ground, to commence farming.

3626. The Committee are to understand that a considerable portion of labour engaged in the preparation of timber is the labour of farm servants and farm labourers, who do not permanently quit their agricultural occupations, but fill up the interval of winter by hiring themselves for wages to lumberers?—Yes; and

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they get the lumberers to assist them, and work their own oxen and horses on the farm.

3627. Of the 1,500 or 2,000 head of oxen or horses your establishment employ, do you principally own them or hire them from the farmers?—I said the lumber we shipped required that number to be employed.

3628. Do any considerable number of them belong to you, or do you hire them from the farmers as you require them?—None of them belong to us; but when they are short of money, perhaps we advance money to them to go and get a number of oxen.

3629. Do you pay them as much for the labour of the oxen?—No, the oxen are theirs.

3630. They make no charge to you for that?—That comes on the lumberer.

3631. Are the lumberers generally a dishonest set of people?—No, I do not think they are; no more than any other class of workpeople.

3632. Has your house of Pollok, Gilmour & Co. ever sustained any very considerable damage by their dishonesty?—There is no doubt that we have lost occasionally by them, as we have by everything we do.

3633. Did you ever lose a sum of 25,000 *l.* by one man?—I am not aware of that; it was never stated to me.

3634. Do you think that could have happened to your house without your being acquainted with it?—I think not, for we have balanced our books regularly; I think if there had been such a large sum, I should have seen or heard of it.

3635. You conceive, if such a statement has been made to this Committee as that the house of Pollok, Gilmour & Co. lost 25,000 *l.* by the failure of one lumberer, that is untrue?—Yes, I consider it quite untrue.

3636. What is the amount paid to Government for a licence to cut timber in Canada?—A penny a foot in the Canadas; 2 *s.* 6 *d.* for the red pine the ton of 40 feet, and 2 *s.* on yellow, in New Brunswick.

3637. Has not the importation of timber and deals from Canada considerably increased, notwithstanding the imposition of the duty of 10 *s.* on that timber, consequent on the inquiries of the Foreign Trade Committee in 1821?—It certainly has increased greatly.

3638. By what means do you suppose the importers of timber have been enabled to continue and increase their importations, notwithstanding the imposition of that duty; have freights declined to that amount?—Yes, they have, and fully more.

3639. Then the effect of that 10 *s.* charge upon the timber has been made up by the reduction of that amount in the freight received by the shipowner?—Quite so.

3640. Do you think that if a further duty were imposed on Canada timber, the shipowner could still make a further reduction to meet that additional charge?—I do not think it possible to sail ships and bring it at a lower rate than it has been done the last five or six years.

3641. You state that the cost of victualling seamen belonging to the ships of the northern nations of Europe does not exceed 4 *d.* to 5 *d.* per day; is that the result of the cheaper cost of the provisions they consume than that of similar provisions in this country, or from the difference in the mode of victualling the seamen?—There are no such provisions used on board the British ships as are used on board of those at all; it is only the coarse provisions and of little value to them.

3642. Will you describe to the Committee what are the principal articles of subsistence served out to seamen in the Norwegian service?—It is black rye-bread and stock-fish what they get principally.

3643. Would our English seamen eat black rye-bread and stock-fish?—I am confident if such provisions were put on board a British ship no captain could muster a crew, for they would not go on board.

3644. Are you of opinion that the British shipowner, sailing in competition with the shipowner in the north of Europe, cannot victual his ship at the same prices as the foreign shipowner can, in consequence of his being enabled to purchase his provisions in the same market?—It is impossible; but they have not the same provisions at all; but if he could purchase them at the same price, and if British sailors would use them, he might, but they would not use them at all.

3645. Are you speaking of Norway or Russian vessels?—I speak of Norway and Swedish vessels, and in part of Prussian also.

3646. When you talk of black rye-bread and stock-fish, are you speaking of Norwegian vessels?—Yes, the Norwegian and Swedish principally.

3647. Is there not a government scale for victualling Prussian ships?—There is

is a scale of everything weighed out to them every morning; I cannot say the amount exactly.

3648. Do you know that that is a regulation of the government?—The captains told me that was a government regulation.

3649. Are you acquainted with the practice of victualling Prussian ships from personal observation?—Yes, I was on board of them, but it is a good many years since, not lately.

3650. When you say that the provisions do not cost more than 4*d.* a day, do you allude to Norwegian or Prussian ships?—Chiefly Norway and Sweden.

3651. What do you think the Prussian costs?—Perhaps that may be 2*d.* more.

3652. When you speak of 15*s.* wages, do you speak of Norwegian and Prussian?—They may be occasionally both; but perhaps the Prussian may be 14*s.*, 15*s.* and 16*s.*

3653. What are the Norwegian?—Fifteen shillings.

3654. Do you not think that the vessels belonging to the Baltic would possess another advantage besides those you have mentioned in their competition with British ships, the timber at present being on the spot, and our vessels having to go there to get freights?—That is an immense advantage; and they are laid up at Memel in winter and discharged, and whenever the ice breaks up they have a great advantage; they are gone before our ships can load and come out.

3655. You have been a shipowner yourself for some time; do you believe, that if a considerable portion of the timber trade now carried on with the Colonies was transferred to the shores of the Baltic, you would be enabled to keep the ships you now employ running at all, in competition with the foreigner?—Quite impossible, there is no coming nigh to it.

3656. Speaking of course from the result of your own opinion, would you not, in case there was a large portion of the trade transferred from the Colonies to the Baltic, get rid of many or all of those vessels you now employ as speedily as you can, and at any sacrifice?—Yes, I would do that at 10*s.* in the pound; but I could not even get that, for there would be no employment for them.

3657. Do you not believe that would be the necessary and inevitable consequence with other shipowners as well as yourselves; and if so, would not the effect of that be gradually to throw almost the whole, if not the whole, of the carrying trade into the hands of foreigners?—Completely. I have stated that, and I state it again, that it would place it on a worse footing than it stands at present; that not any British vessel will carry one load of timber, not a ton of hemp, nor anything else from the Baltic.

3658. Do you mean that no British vessels bring hemp from the Baltic now?—No, they cannot compete.

3659. Do you mean to say that they do not?—No; but I mean to say that if placed on a worse footing, that they will not be able to do it.

3660. Is not hemp imported from Russia?—Yes.

3661. Do you dread the competition of Russian shipping equally with that of Prussian?—I have great cause to dread the Russians. I have met one of the Mr. Brandts lately from Archangel, where there were many practical merchants; he said he had 16 foreign ships sailing from the Baltic and Archangel in the season, some of them nearly 1,000 tons register, sailing to England and to the south.

3662. Do those Baltic vessels that come to the Clyde lay out any portion of their money in the towns to which they come, arising out of their freight?—They lay out next to no money, and it is unlikely, for they will not pay the expense charged in this country; they bring as much stores, provisions, &c. with them as carries them home.

3663. If that is the case, besides the loss to the nation of the transfer of vessels, in the diminution of the ships employed, the towns also sustain the loss of the trade which they now enjoy by the outlay of British vessels?—I consider it would just act in the same way with house property, in the seaport towns from London to Aberdeen, as it would do with the vessels; any gentleman having an interest in that sort of property would suffer as they do from the vessels, on account that the foreigners purchase nothing, and of course they leave no money.

3664. Have you any doubt that the effect of the foreigners occupying a large proportion, if not the whole, of the carrying trade between Great Britain and the Baltic, would be to inflict a serious injury on a great many of the working and industrious classes?—It would do so in every seaport town, so much so that they would be obliged to abandon those ports and seek employment elsewhere.

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3665. Would not the effect of that be to diminish the employment of men now going as sailors on board those vessels, and the men occupied in the dock-yards, and in the manufacture of those articles with which British vessels are equipped?—It would certainly throw the shipbuilders out of employ, and rope-makers and sailmakers, the smith, the carpenter, for the cabin and for everything else, and the sailors also of course.

3666. The whole of the importation of timber from the North American Colonies is of course carried only by British ships?—Wholly.

3667. British or Colonial-built?—British registered ships.

3668. What proportion of tonnage would bring the same quantity of timber to the consumer of this country, from the north of Europe, as is now imported from America?—I think about one-third; that they can make three voyages for one.

3669. You think one-third of the tonnage engaged in the American timber trade would suffice to import the same quantity of timber from the north of Europe?—Yes, taking Norway, the Baltic, and all together.

3670. Are you acquainted with the proportions of the timber trade with the north of Europe actually carried on in British and in foreign ships?—No; I tried to get that, but at the outport the Custom-house would not give it me; and when I came to London I did not get it; we could not get it in any way from the Custom-house.

3671. Do you know whether the British shipping has half the importation from the Baltic?—They have not a fourth, that is my opinion; but that is a thing this Committee can know themselves better than I can inform them.

3672. To Mr. *Allan*.]—Do you know the fact?—I have not understood all along that I could correct Mr. Gilmour in anything, but there are several things I could have explained.

3673. Do you know what proportion of timber imported into this country from the north of Europe is brought in British, and what in foreign ships?—I believe I can give a statement of the different proportions in British and foreign.

3674. Does that include Russia?—No, it does not. Nearly 95 per cent. is the proportion of Norway ships; 68 per cent. of those which come from Sweden, and Prussia about 70.

3675. From what data do you give that?—This is from a document that was ordered, I do not know by whom, from the Custom-house in London as I understood.

3676. Is that taken from a Parliamentary Return?—I believe it is a Parliamentary Return.

3677. What is the document you hold in your hand?—It is a document published on the state of the timber question.

3678. From whence is that statement taken?—It is taken from a Parliamentary Return, but the particular document is not stated.

3679. Is that a statement of last year?—The average of the last three years.

3680. Does it go further back?—Yes, it gives the three years 1820, 1821 and 1822.

3681. State what it was in this year?—In the three years 1820, 1821 and 1822, the importation was from Prussia, in British shipping 64 per cent., in Prussian 36; in the three years ending in 1834, in British shipping 30 per cent., in Prussian 70.

3682. What is the document from which you are quoting this?—The title of this is, "State of the Question on the Timber Duties."

3683. Drawn up by whom?—I am not aware who the author of it is.

3684. It is an anonymous paper?—It appears so.

3685. Do you know the source from which it is derived?—I understand it was solely drawn for the Shipowners' Society of the Port of London, assisted by deputies from some other ports; but by whom it was actually drawn I am not sure.

3686. You have no doubt of the correctness of it?—Not the slightest.

3687. Have you examined the Parliamentary paper yourself?—I saw the written statement, containing almost the whole particulars in this document; but whether they were the actual documents got from the Custom-house I cannot say.

3688. You make the statement on the authority of this paper?—Yes.

3689. Have you any doubt on your own mind, founded on your inquiries and investigations, that one-fourth of the importations of timber in the north of Europe are made in foreign ships?—Not the slightest; I should say the foreigner has about three-fourths of the carrying trade.

3690. If the transfer of the whole trade would diminish the employment of tonnage to one-third, and three-fourths of that diminished tonnage would be foreign, only

only one-twelfth of the British tonnage would find employment in the British trade, suppose the whole of the amount of timber trade to be lost?—Just so.

3691. Do you include in that three-fourths the importation from Prussia?—Yes, in 1834 I do.

3692. What effect do you think the imposition of a duty of 15*s.* on American timber would have upon the importation of that timber to this country; would it cause, in your judgment, a suspension of that trade, or a diminution of it, and to what extent?—I decidedly think it would transfer the trade almost entirely to the Baltic; the prices at present are so nearly balanced, that I think the slightest change certainly would cause that result.

3693. To Mr. *Gilmour*.]—You have stated that there has been a gradual rise within the last 10 years in the price of Memel timber; to what do you conceive that rise to be owing?—I think it is the great increased consumption of the article in Britain.

3694. From what year to what year should you say there has been a rise?—The Memel timber has risen gradually for these 10 years back.

3695. Do you mean to say that from 1824 up to 1834, excluding the present season, there was a gradual rise of price?—I certainly say there was.

3696. To Mr. *Allan*.]—What is your opinion upon that?—I corroborate what Mr. Gilmour says, most distinctly.

3697. What was the price in 1829, and what was the price during the successive years up to 1834?—Between 1824 and 1826 I do not recollect exactly; the house I am connected with paid for Memel timber 1*l.* 6*s.* a load between 1824 and 1826, for the second quality of timber.

3698. Are you speaking of running feet at Memel, or are you speaking of cubic feet English measure?—A load of 50 running feet at Memel, and it has risen gradually since that time to the present.

3699. Leave out the present year, and take the previous years?—I conceive the price of Memel timber last year was the same as it is at present, at this period of the year. Perhaps in the spring of last year it was a little lower; but I contend that the price of Memel timber at this moment is the same as it was this time last year.

3700. To Mr. *Gilmour*.]—Has the rise in price of Memel timber had any effect in raising the price of Canada timber?—There is not a doubt of that; that is the red pine, it has little effect upon the other; it will have the effect that they will come pretty near the price one of another.

3701. Supposing there was any diminution in the freight to the Baltic of timber, do you think that would have the effect of raising the price of Canada timber?—There is no doubt that it must have the effect of lowering the price, one being in competition with the other.

3702. If there was any diminution in the trade to Canada for timber, it would cause a corresponding rise in the price of Baltic timber?—Just in the same way, and it cannot be otherwise.

3703. You mentioned that there was a considerable expense incurred in making roads in Canada?—A very great expense.

3704. Do you know the proportion of expense?—That it is impossible to say, for if you come on the soft marshy ground it may take six times more than it may do on hard ground, just as it is in making roads in different parts in this country.

3705. From whence do you draw the conclusion that the expense is very considerable?—Because I know that the expense must be great; but I did not calculate what it cost per mile. Open roads are cut on all the copse-wood, and over bad ground.

3706. You speak of the lumberers as not being a demoralized set of men; were you among them for any sufficient length of time to enable you to speak of that?—I think they are nearly equal with any men. My own nephews were up among them during the winter, that their morals might not be hurt in Quebec and Montreal: their morals never can be hurt equally in making lumber as they would be with our cotton-spinners in this country, people much more vicious, 1,000 of them being actually confined together in one mill.

3707. You consider that they are quite as moral a people as the people employed in cotton-manufactories in this country?—A vast deal more.

3708. Do you think that their chances of immorality would be advanced or diminished by their being left to starve in idleness?—That would make it so much the worse.

Mr. *Allan Gilmour* and Mr. *W. Allan*, jun.

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3709. You have stated that the cost of your mill at Miramichi is 15,000 *l.*; what do you include in that expense; is that the machinery and building?—I include the building; it is a very fine building; it is slated; and to bring the water round to the water-wheel, and the dams upon the lakes to give water.

3710. The whole outlay upon the establishment?—Yes.

3711. To Mr. *Allan*.]—Have you any intercourse with Memel yourself?—We import cargoes from Memel.

3712. You state that there has been a gradual rise in price in timber in the Memel market; have the goodness to give the prices during each of the years commencing with the year 1822 to the present time. Have the goodness to give it in foreign measure, and also give the estimate reduced to the Custom-house measure of English cubic feet?—I cannot do so from actual invoices; it will take five days to get them from Leith; but I can state them from the accounts of the Memel agents in town.

3713. To Mr. *Gilmour*.]—From your long experience in the timber trade and the encouragement given to that trade, has the squaring the timber and the cutting the deals been improved?—Immensely improved; the cutting of deals in our own mill is a better manufacture than any from the Baltic.

3714. Does that go on annually improving?—Yes, annually improving.

3715. Do you believe that a diminution in the exportation of timber from the British North American Colonies would materially affect emigration from the mother-country?—Altogether, if there was not employment during winter, I do not know what they would do; every man would go to the southward, to the United States, where the snow does not lie upon the ground, and they could farm.

3716. Is there a great want of employment?—There is no employment during the winter.

3717. Do you happen to know whether it has not been the case very frequently that there has been a great want of workmen in Canada?—There is sometimes certainly a want of workmen when the ships are there, but take away the ships, and there is no want at all; if some 400 or 500 ships arrive, then they create work and must want hands.

3718. Has not there been a want of hands to conduct the local improvements going on in Canada?—Not to my knowledge; I know we have had in Wolfe's Cove 300 to 800 persons employed at one time.

3719. Can those works in which there is a want of hands be carried on in the winter in Canada?—No, there is no work at all but that, all other things are suspended. I beg to put in a document, to which references have been made in the questions.

[*The same was delivered in, and is as follows:*]

QUEBEC YELLOW PINE.

	£.	s.	d.
Suppose to cost 4½ *d.* sterling per cubic foot Quebec measure, is equal per load of 50 cubic feet calliper measure, to	–	17	–
Insurance, 2 per cent. average spring and fall	–	–	4½
Freight	1	18	–
Duty	–	10	–
Landing charges	–	2	6
	3	7	10½
Interest 2 per cent., and sale charges or commission 4 per cent.	–	4	–
17½ *d.* per cubic foot; or per load £.	3	11	10½

QUEBEC RED PINE.

	£.	s.	d.
Suppose to cost 9 *d.* sterling per cubic foot Quebec measure, is equal per load of 50 cubic feet calliper measure, to	1	13	2
Insurance, 2 per cent. average	–	–	8
Freight	2	–	–
Duty	–	10	–
Landing charges	–	2	6
	4	6	4
Interest 2 per cent., and sale charges or commission 4 per cent.	–	5	1
1 *s.* 10 *d.* per cubic foot; or per load calliper £.	4	11	5

These for sales in the usual way, at six months' credit, or 3 per cent. discount for cash.

Yellow

Yellow pine timber, of fair average size and quality, may be shipped at 20*s.* sterling per ton of 40 cubic feet, as a general average price, at St. John, Miramichi and Chaleur Bay. It has been for several years higher at St. John, but we know no reason why it may not be produced as cheap at St. John as at Miramichi; and supposing the cost to be 20*s.* sterling per ton at all the above ports, one calculation of the cost on this side will answer for the whole, viz.: Mr. *Allan Gilmour* and Mr. *W. Allan*, jun. 21 July 1835.

	£.	s.	d.
Yellow pine, at 20 *s.* sterling per ton New Brunswick measure, is equal per load of 50 cubic feet calliper measure, to	1	3	–
Insurance, 2 per cent. spring and fall	–	–	6
Freight at 34*s.*	1	14	–
Duty	–	10	–
Landing charges	–	2	6
	3	10	–
Interest 2 per cent., and sale charges or commission 4 per cent.	–	4	2
Is 17 ¾ *d.* per foot calliper measure; or per load £.	3	14	2

These for sales in the usual way, at six months' credit, or 3 per cent. discount for cash.

3720. To Mr. *Allan.*]—Are there any points on which you differ from the statement of Mr. Gilmour?—The chief one is with respect to the rate of freights in the present year from America, which Mr. Gilmour says is 35*s.* from the lower ports of America and 40*s.* from Quebec; he admitted that was a remunerating rate of freight. Now I deny that it is so to the ships connected with the Frith of Forth; those have been the rates of freight for several years, and I know from my own experience those rates have not been remunerative to the shipowners on the east coast of Scotland and North Shields also, where I had a connexion.

3721. Do you mean to say it does not replace the sum expended, with a proper interest for capital?—A ship will not sink money if she performs the voyage without any great loss of sails, cables and anchors, but there will be nothing to pay for wear and tear.

3722. What do you consider a remunerating freight?—I have considered 10 per cent. on the present rates, generally speaking.

Mr. *James Dowie*, called in; and Examined.

3723. WILL you state to the Committee what are your pursuits, and the name of your firm?—I am a merchant engaged in the Canada trade; a partner in the house of Gould, Dowie & Co. Mr. *James Dowie*

3724. How long have you been in business?—I have been 18 years partner in that house and the house of their predecessors, Parker, Yeoward & Co.

3725. Have you visited personally the British North American Colonies?—I have not.

3726. Have you extensive and authentic sources of information respecting the North American timber trade?—Yes; I have given my particular attention to the timber trade, though it is not the only branch of our business.

3727. Do you export goods from this country to the North American Colonies?—We do.

3728. British manufactures and produce?—We do.

3729. Of what description chiefly?—Cottons, woollens, and silk goods in their most finished state, just as used in this country.

3730. What do you import from thence in payment?—We import most largely timber, ashes a little, furs a little, and wheat and flour a little.

3731. Are the British manufactures you export largely for the purpose of supplying the wants of those engaged in the lumbering trade specifically?—Yes, there is a large proportion for that trade.

3732. Do you know that to be the fact?—Yes.

3733. Have you any account of the proportion for that trade?—Yes; one house in Canada, for whom we are agents, imports almost entirely for the lumber trade.

3734. Have you any account which will show that?—I have an account for the last five years showing 65,000 *l.*, or about 13,000 *l.* a year, for that one house, besides others. I select this house because they are almost exclusively in the timber trade.

3735. What is the state of the timber trade at present, as far as your experience enables you to go?—I should say that the importers have a bare trade of it, that it

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is barely profitable; we can live by it, but we do not make large profits, and the consumer is well supplied with a good and cheap article.

3736. Can you show any statement which will exhibit to the Committee the returns of the freight, and a statement of the sale-prices of cargoes?—I have brought with me the prices charged to the English and Irish timber-merchants; that is, sales made in this country deliverable at Quebec. A large part of the business is done by contract in this country, deliverable at Quebec; the timber-merchant chartering the ship and sending her out for it. In the year 1830 we charged red pine timber at 8 ½ *d.* sterling per foot.

3737. Was that the price charged by you at the place of shipment?—We make the contracts here delivered free on board at Quebec, all charges included.

3738. How much is that the load?—About 35*s.* 6*d.* a load; yellow pine in that year 4½ *d.*, that is about 18 *s.* a load, or from that to 18 *s.* 9 *d.*

3739. Is that the running or the cubic foot?—The cubic foot. In the two following years we charged them 7 ½ *d.* in some cases, and 8 *d.* in others, according to the season; in the spring of the year 8 *d.*, and in the summer we sold at 7 ½ *d.* The yellow pine these two years we charged, in the spring of the year 4 ½ *d.*, and in the summer 4 *d.* In 1833 we charged 8 *d.* for red pine, 4 ¼ *d.* for yellow. In 1834 there was a very large demand, in consequence of the want of water in the lower ports; the red pine we charged, on the average of the year, 9 *d.* a foot, the yellow pine 4 ½ *d.* to 5 *d.*

3740. What is the price this season?—We are at this moment selling at 8 ¼ *d.* red pine, yellow 4 ¼ *d.*

3741. Will you describe to the Committee the manner in which you obtain the supplies of timber which you so furnish to the parties who contract to receive them from you at the place of shipment?—Our house in Canada generally contracts with respectable head men, who are to deliver certain quantities of timber and deals at Quebec in the course of the year; those head men take all risks of bringing it down. We do not pay in full for the timber; except some advances in money and in goods, we do not settle for the timber until it is delivered into our waters at Quebec.

[*The Witness delivered in a Paper, which is as follows*:]

ABSTRACT of Three Accounts with Lumberers, taken from actual Transactions.

Dr. Cr.

A. B. in Account with Gould, Dowie & Co.'s Canada House.

	£.	s.	d.		£.	s.	d.
March 1833 to March 1834. To amount of British manufactures sold	1,236	12	6	March 1833 to March 1834. By amount of wood bought - -	767	9	7
				March 1834. Balance carried to new Account -	469	2	11
£.	1,236	12	6	£.	1,236	12	6
March 1834. To balance due to Gould, Dowie & Co.'s Canada house -	£. 469	2	11				

C. D. in Account with Gould, Dowie & Co.'s Canada House.

	£.	s.	d.		£.	s.	d.
March 1833 to March 1834. To amount of British manufactures sold	623	9	9	March 1833 to March 1834. By amount of wood bought - -	432	13	8
				March 1834. Balance carried to new Account -	190	16	1
£.	623	9	9	£.	623	9	9
March 1834. To balance due to Gould and Co.'s Canada house - -	£. 190	16	1				

E. F. in Account with Gould, Dowie & Co.'s Canada House.

	£.	s.	d.		£.	s.	d.
March 1833 to March 1834. To amount of British manufactures sold	2,671	7	1	March 1833 to March 1834. By amount of wood bought -	4,511	9	8
March 1834. To Cash - - -	1,840	2	7				
£.	4,511	9	8	£.	4,511	9	8

The above three Accounts were taken indifferently from a manuscript Account Current book of Gould & Co.'s Canada house.

3742. Are

3742. Are you acquainted with the manner in which the lumberers with whom you so contract procure the timber?—No; not having been in that country, I cannot speak particularly to that.

3743. Can you state the prices of deals during the same years?—Yes, the prices were,

	Spruce Deals.	Pine Deals.
In 1830,	£. 9 – – per 120, 12 × 3 × 9	£. 5 17 6 per 120, 12 × 1½ × 11.
1831 -	9 5 – - - per ditto	- - - 5 15 – - - per ditto.
1832 -	9 – – - - per ditto	- - - 5 15 – - - per ditto.
1833 -	9 – – - - per ditto	- - - 5 17 6 - - per ditto.
1834 -	9 – – - - per ditto	- - - 5 15 – - per ditto.
1835 -	9 – – - - per ditto	- - - 5 17 6. - - per ditto.

Second sorts two-thirds of the above prices.

3744. What circumstance is it that determines the rate at which you charge for the timber you contract to ship in the Colonies; is it merely the supply and demand in the Colony at the time that regulates that, or is it affected by the rate of timber in the European market?—Partly of course taken by the prices from the European market, but we are guided in some measure by the stocks lying over, and the proceedings of the lumberer during the winter.

3745. Is it affected by the price of the timber in the European market?—No doubt the Baltic timber, to a certain extent, competes with the American red timber, and their white deals with our white deals, and their red deals with our red deals.

3746. Are the prices received by you in the Colonies for red and white timber and deals higher than those that are charged for timber of corresponding qualities in the north of Europe?—I am not acquainted with the prices in the north of Europe, except from seeing statements of them. I have known it this year, because I have made a contract at 22*s.* for Dantzic middling timber; that is the only case in which I ever had a transaction.

3747. What price did you receive this year for Canadian red pine timber?—It will come out at about 35 *s.* per load.

3748. It would appear that the importer of Canadian red timber receives 12 *s.* or 13 *s.* a load more than the importer of Baltic timber; how do you account for that?—The cost of timber at Quebec is chiefly composed of labour; there is a Crown duty, particularly on red pine; we pay higher wages in the Colonies than they do on the Continent of Europe.

3749. Do you know what wages you pay in the Colonies?—From 3 *s.* 6 *d.* to 4 *s.* a day.

3750. Are your proprietor of saw-mills in the Colonies?—Yes, to a large extent.

3751. Have you seen the statement which was handed in by Mr. Neilson of the value of saw-mills in Canada?—Yes.

3752. Is that correct?—I looked over it; as to our own, they are undervalued, particularly two, those of Metis and Rimouski.

3753. How do you estimate the value of mills?—The cost of the site, the erection of the mills, the making of dals or shoots, and of dams and booms for stemming the river, for the purpose of collecting the logs as they come down in the spring; our logs mostly come down at one time, when the rivers are at their strongest rate; the expense of booms and of dams has been very great.

3754. How many deals does your mill saw?—From 800 to 1,200 each day each of the two mills; when I speak of the day, I refer to 24 hours, for our season is so short they work the whole day round.

3755. How many months do they work?—About 3½ months; there is more than one saw to each gang.

3756. How many deals on the average do your mills cut in a year?—We have three other establishments besides those two. Our five mills cut 270,000 pieces of all sorts; the average I should say would be very nearly 12 feet for the pine deals, and the spruce deals 11 feet by 3.

3757. What would be the average dimensions by width?—Nine inches the spruce and 11 the pine; in the case of two of the mills I have not named, they produce only nine-inch spruce deals.

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3758. What is the cost of those mills?—I am ashamed to state the cost of one of them, we met with so many accidents to the booms.

3759. What might such mills as had produced those 270,000 pieces be constructed for?—I can only state, by the experience we have had, I should say that those mills have cost us not less than 50,000*l.* currency.

3760. With your experience, can you construct them at much less cost now?—Yes; probably we might save 10,000*l.* to 15,000*l.* with our experience.

3761. Are you acquainted with the present rate of duty upon Baltic and Colonial timber and deals?—I am.

3762. Suppose an addition of 15*s.* per load to the duty now charged on Colonial timber, the Baltic remaining the same, could the trade be maintained?—Not in its present state, or anything like it.

3763. Have you any idea to what extent it would be diminished?—I should say, white deals particularly, and the smaller sized yellow pine timber would be destroyed.

3764. In what would it be preserved?—It would be preserved in the large sized yellow pine timber; in the first sort, yellow pine deals, in long red pine timber to a small extent, and in red pine deals. I do not say anything of masts, for we cannot get them anywhere else.

3765. It would be preserved in yellow pine masts?—It would be preserved in the large yellow pine timber, including masts.

3766. Would the effect of such a change be to raise the price of that timber that would continue to be imported beyond the amount of the additional duty imposed?—Undoubtedly.

3767. Why?—Because the lumberers in going into the woods would then have to pick their trees, and, in many cases, to reject those they had cut after examination.

3768. You mean that it would be only a few of the high-priced quality that would then be imported?—Quite so; when I say quality, I mean as regards cleanness. The small pine timber is as durable as the large; its inferiority does not consist in its want of soundness, but in its size and in knots.

3769. That which would be clear from knots would be principally sent?—Yes, and of large sizes.

3770. What article do you apprehend would be substituted for consumption in this country in lieu of spruce deals, and that which you state would be excluded?—The inferior Norway timber and the wrack deals.

3771. Are you acquainted with the quality of Norway timber and wrack deals?—Only from description.

3772. Have not inferior timber and deals been always required for many purposes for the consumption of this country?—They have.

3773. Do you know from whence they were procured previous to the great encouragement given to the Colonial timber trade?—They were received from Norway previous to the large increase of the duties in 1807.

3774. Dram and Brewig timber?—Yes, from the ports of Norway.

3775. Supposing the goodness of that timber and deals to be the same as that of the American, what would be the effect on the British consumer of that change?—Only using the one cheap article instead of the other.

3776. Is the quality the same?—The quality of our spruce deals and the small pine timber is good, there is nothing unsound about it.

3777. The question principally related to the inferior description of deals, the spruce deals from the North American Colonies?—From all I know, I should say that the spruce deals are better than the wrack deals from Norway.

3778. If that is the case would they not be preferred?—The difference is great; I am supposing that 15*s.* a load has been added to the timber, and of course to the deals.

3779. You were engaged in the trade when the last duty was placed upon Colonial timber?—I was.

3780. Has that diminished the importation of timber and deals from the Colonies?—That duty did not diminish it.

3781. Has the importation diminished or increased since that time?—It has largely increased, and the consumption of this country has largely increased.

3782. Can you account for the increased consumption under the fact of increased duty?—We were greatly apprehensive that with that additional duty of 10*s.* we should not be able to keep up the trade to any extent; but by the effect

effect of the reciprocity treaties we have got it out of the shipowner, and indeed to the extent of 11*s.* per load. I beg to hand in here a statement of freights.

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RATES of FREIGHT from *Quebec* to *London.*

	Timber.			Deals.		
	£.	*s.*	*d.*	£.	*s.*	*d.*
In 1821	2	4	–	6	16	6
1822	2	4	–	6	16	6
1823	2	12	6	7	17	6
1824	2	15	–	8	8	–
1825	2	15	–	8	8	–*
1826	2	5	–	7	–	–
1827	2	–	–	6	–	–
1828	2	–	–	6	–	–
1829	2	2	–	6	7	6
1830	2	–	–	6	–	–
1831	2	–	–	6	–	–
1832	1	18	–	6	–	–
1833	1	18	–	5	15	–
1834	1	18	–	5	15	–

* These are the rates at which freights opened in the year 1825; but towards the middle of the year they rose to 3*l.* 3*s.* for timber, and 9*l.* 9*s.* for deals.

	£.	*s.*	*d.*	
Average of the above first five years	2	10	1	per load.
Ditto last five ditto	1	18	10	
Difference £.	–	11	3	

3783. Are the Committee to understand that the exporter of Canadian timber receives the same price now that he did previous to the imposition of the duty?—I think that the colonist receives rather less than he did then; we have found sources of supply for red pine timber we did not know of at that time, or at least had not examined; we have found on the Ottawa immense forests, so that the prices have, in fact, decreased, in part from that, and from better manufacturing and sorting.

3784. Do you think that if now any addition were made to the duty you would be able still to retain the price by the operation of the same causes, by a further reduction in the freight?—Certainly not; if an import duty is laid on we must have it from the consumer, or abandon the trade; the shipowner cannot afford to give up more.

3785. Have you had experience as a shipowner?—Yes; I am a shipowner.

3786. Do you speak from your own knowledge when you say that the carrying trade to America could not be afforded at a lower freight?—I do.

3787. Would not the effect of raising the duty on American produce be to diminish the quantity, and improve the quality?—It would not improve the quality.

3788. Would it not increase the quantity of the better description of produce?—No; we get all we want of that now.

3789. Do you not think that importation would be to a considerable degree limited to that particular quality of deals and timber from America which are required for peculiar purposes, to which the Baltic or Norway deals are not applicable?—No doubt they would have them for those purposes to which Baltic timber and deals are not otherwise applicable.

3790. Large yellow pine timber and deals, clear of knots?—Yes; but that is a very small part of the whole.

3791. And for that the public must pay an increased price?—Yes.

3792. You say there has been a decrease in price of timber and deals in the American market since the 10*s.* duty?—I do not state it to be a large fall, but it has, looking at its better manufacture, fallen rather than increased.

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3793. What has been the effect of it on the Baltic prices?—I am not aware that the Baltic prices have fallen.

3794. Do you know whether they have risen?—No; I think they have been very even of late years.

3795. You have stated that you are a shipowner; in what trade are your ships principally employed?—Almost altogether in the timber trade from Canada.

3796. If from peculiar circumstances that trade was destroyed in whole or in part, what should you do with those ships?—I should get rid of them as fast as I could, and be satisfied with the first loss.

3797. You would not send them to the East or West Indies?—Some of them might be fit for that, but I should not undertake the trade. We have seven ships altogether; five out of the seven would probably be sold only to be broken up if there was not a timber trade for them; they are too large for the Baltic.

3798. That would reduce your capital to what they might fetch for breaking up?—Yes, precisely so.

3799. You do occasionally supply yellow pine deals now free from knots?—We do not contract to do so; we should fail in doing it.

3800. What price do you obtain for yellow pine deals, clear of knots?—We do not sell any clear of knots; there is a superior article which the dock companies have sorted out of firsts, but they are not entirely free from knots.

3801. You are a good deal connected with the Irish timber trade?—I am.

3802. In what way do you conceive that country generally would be affected by the change in the scale of duties?—I think a change which would alter the relative state of the two trades at present would extend to the whole of Ireland, and be very prejudicial to that country.

3803. Are you enabled to supply timber cheaper in Ireland, in consequence of the diminished freight between America and Ireland as compared with this country?—No doubt.

3804. What is the freight to Cork?—The freight to Cork varies from 36*s.* to 39*s.* from Quebec; from Miramichi, from 32*s.* to 34*s.*

3805. About 2*s.* lower than London?—Yes; Cork is a favourite port; the freight to Limerick is higher, 38*s.* to 39*s.*

3806. Is that owing to the unfavourable state of the port?—Cork is a favourite port for ships going into and coming from the Atlantic; Cork would be from 2*s.* to 3*s.* under London; but in addition, I ought to state here that the Irish vessels take a larger proportion of broken stowage, that is to say, they take more staves than required for broken stowage than the London vessels, and that gives the Irish importers an advantage.

3807. Is that in consequence of the want of staves for the provision trade?—Yes.

3808. Which description of timber do you find the most ready sale for in Ireland?—Yellow pine timber and spruce deals.

3809. It is used for building purposes chiefly?—I believe it is.

3810. Not much for the finer purposes?—They use it in Ireland and Scotland in cases where I think they might with equal utility use it here; they make their doors; and a great deal of their in-door wood-work is of yellow pine timber; they allow it to get dry one or two years before it is painted.

3811. The importation of timber into Ireland from America has increased considerably of late?—It has.

3812. The amount of shipping engaged in the trade has increased considerably of late?—Very largely increased.

3813. Do you think that Ireland would be able to maintain with the Baltic any profitable investment in the shipping trade, supposing the course of the trade altered?—No, I think they would not stand the competition with the shipping of the foreign powers; and many of their ships are not suitable for the Baltic trade.

3814. There has been a great amount of emigration of late years from the Irish ports; do you not conceive that has been materially facilitated by the circumstance of each port having a certain number of persons engaged in the American trade?—I do.

3815. And that emigration would be materially checked if the opportunities of emigrating by those ships were not afforded?—Decidedly.

3816. Supposing a considerable portion of the timber trade now carried on with Canada were diverted into another channel in the north of Europe, would it have any

any effect on the export of the manufactures now sent out from this country?—Yes.

3817. In what manner do you suppose the Canadians would be able to make returns to this country?—I think that the consumption of British manufactures would fall off, and that they would therefore need less returns.

3818. Do you conceive that the maintenance of the timber trade with Canada and North America is of advantage to this country in promoting the sale of the waste lands there?—Yes, I do.

3819. You have stated that it has the effect of facilitating emigration?—Yes; and the exportation of salt at a cheap rate.

3820. If the vessels you employ in the timber trade could no longer find employment in that trade, you state that you should be obliged to dispose of them; would you not enter into competition with the ships belonging to the northern states of Europe?—No, our ships are too large.

3821. They would do for the Archangel trade?—That takes larger ships.

3822. Or for the Dantzic?—No, they are 500 to 550 tons. I should be sorry to send my ships up the Baltic; those ships draw 21 feet water.

3823. What is your opinion generally of the effect of such a change of duties as a diminution of the duty paid on Baltic to the extent of 15 *s.* a load, or an increase of the duty on Canadian timber to the same extent?—I think taking it off the Baltic would be less injurious, particularly to Ireland and the west coast, though as regards the east coast I do not see so great a difference.

3824. Have you ever heard it said that the Canadians are themselves indifferent about such a change of duties as is suggested?—No, certainly not.

3825. Would you not think it extraordinary if any persons were to state that the Canadians were perfectly indifferent about the addition of 15*s.* a load to the present duties?—I should, certainly. We have a letter from one house in Canada, in which they speak of competition going on between the Canadians and Irish emigrants about bringing down the rafts; the Irish emigrants have got much of the labour, and they wish to take the whole. "We fear the red pine will not be down early, in consequence of the conduct of the Irish in the red pine timber country, who are attempting to drive the Canadians away, taking possession of the postages and narrows, and disputing the passage of rafts manned by Canadians." That letter was written without any reference to this inquiry.

3826. Have you any doubt that the maintenance of the timber trade with the Canadas is of considerable importance, as providing the means for the employment of labourers in those Colonies?—I have no doubt of it; it has an important effect on emigrant labour, certainly.

3827. Do you think it is important to the British manufacturer, as providing a market for the sale of his manufactures?—Certainly.

3828. But if the supplies of timber which we now receive from the Colonies were transferred to the north of Europe, would not the British manufacturer find in the north of Europe the same market for the sale of his goods he now gets in Canada?—No, he would not; the Colonists require British manufactures in their finished state, as we do ourselves; the people in the northern countries do not; they are manufacturing themselves to a very considerable extent, particularly in Prussia; within the last 10 days we have had an application from a Prussian agent to buy cotton gloves and cotton hosiery; and from another, at Aix-la-Chapelle, to buy woollen cloths.

3829. Have you examined those patterns and prices?—We have.

3830. What comparison do they bear with the manufactures of this country?—I should say they are cheaper than the manufacturers of this country.

3831. Do not you think that is a very good thing to stimulate our manufacturers to improve their own manufactures?—If that be the effect, they have had it; for they have actually been imported into this country, and the duty paid upon them, and sold for home consumption.

3832. You say you have been in the habit of exporting for a series of years British manufactures to America; upon the average of a series of years, is the whole amount of what you export in the shape of manufactures to North America balanced by timber and ashes and the other produce of North America, or do you receive your remittances partly in bills?—Partly in bills.

3833. Government bills?—No, timber bills; chiefly the bills of timber shippers; our correspondents in Montreal buy them.

3834. Bills drawn for the shipment of timber?—Yes.

 3835. Would

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3835. Would they be entirely balanced by timber, or bills drawn for timber?—Generally.

3836. You have been asked whether, in the event of a larger quantity of timber being imported into this country from Prussia, the effect of that would not be to increase the export of British manufactures to Prussia?—I think not, to any extent; it would not create a new market in these ports in lieu of the Canada market.

3837. In your opinion, does the existing arrangement of the duties on timber or not have the effect of keeping the British market well supplied with every description of timber, European and Colonial, that is required by the public, and at moderate prices?—It does give the public that supply, and at moderate prices.

3838. Do you know whether the Colonial and European timber are indiscriminately supplied to the eastern and western coasts of this country?—They are to both amply supplied; but the foreign more to the east, and the Colonial more to the west.

3839. Would you not infer, from the fact that the western coast is chiefly supplied with Colonial, and the eastern with Baltic timber, that the balance must be very nicely adjusted, and that a small difference would disturb it?—I quite think so.

3840. What do you mean by moderate prices?—I think, looking at the immensely increased consumption of this country, prices must be found exceedingly moderate.

3841. Is not the price in the foreign market of the red pine timber about 50 per cent. more than that of red pine timber in the Baltic ports?—The price in the British Colonies is about 50 per cent. more.

3842. And is not the freight upon timber from the Colonies about 75 or 80 per cent. more than it would be from the Baltic?—No; I should generally average the freights from the Baltic to London about 18 *s.* to 21 *s.*, and from Canada it began at 38 *s.* to 40 *s.* this spring.

3843. That is 100 per cent.?—Yes.

3844. You call those moderate prices, where they are obliged to pay 50 per cent. more for the price, and 100 more for freight?—Our consumption of Colonial timber has so much increased, that it might have been expected our prices would be higher than they are.

3845. You have stated that the effect of so adjusting the duty that the supply is merely limited to the European ports would be that the price would be raised very considerably in the European ports; can you contemplate that if this country were to draw its principal supply from the European ports, in consequence of any fresh adjustment of the duties, the probable rise in price would be 150 per cent.?—No, I cannot conceive that it would rise to that extent.

3846. If that adjustment were to take place, and a rise in the price of Baltic timber, would not the revenue lose by it?—No doubt.

3847. If that were met by an addition to the duty chargeable on the American timber, would not the consumer pay the additional cost to the extent of that additional duty?—No doubt.

3848. Ought you not also to take into consideration, in estimating the effect upon the consumer of such an alteration, the effect you just now described, of its advancing the cost of the Colonial timber, which would still continue to be imported in consequence of its better adaptation for certain purposes?—There would be but a small quantity used.

3849. Ought you not to take into consideration the additional cost, which you describe would take place from such an alteration, on that portion of the importations which would continue to be made from the Colonies, in consequence of the better adaptation of this timber for certain purposes?—Certainly.

3850. Taking the whole of those considerations, would not the public, who are consumers of timber, be thereby placed in a less favourable situation in the purchase of timber than they are at this moment?—Yes.

3851. Are you acquainted with the state of the timber trade in Hamburgh or Amsterdam, or any other port in which the two are admitted on a different ratio in point of duties than they are here?—No, I am not; but there is no Canadian timber imported into any other part of Europe.

3852. Is there anything to prevent a British merchant going to Canada, shipping a cargo of American timber, and importing it into any port in Holland or Hamburgh?—No.

3853. Do you find that the consumers in those ports find it to their interest to import

import cargoes?—There has never been an importation, that I am aware of, except for the French government.

3854. An importation of masts?—Yes; the supply of the Navy has been from Canada.

3855. Supposing you were asked the same question as to Hamburgh, whether the consumers were not supplied with every sort of timber, and at moderate prices, do you not think that the dealers there would make the same reply, that they had every sort of timber, and at moderate prices?—They have not known the Canada timber.

3856. Does the government of France or Hamburgh derive a considerable duty on timber?—There is a duty upon it, but I do not know the amount; it is not a discriminating duty, I believe.

3857. Do you believe that the price of timber to the inhabitants of Hamburgh and Holland would be raised considerably if the whole demand of England were thrown upon the Baltic market?—No doubt.

3858. So that the balance of trade in other countries would be affected as well as our own?—Yes; the effect of the duties in this country is that we get the best from the Baltic and the other countries get the worst.

3859. Do you think that that is advantageous; that the effect is to prepare lumber at a lower price than otherwise it would be for the ports of France and Hamburgh?—It is no advantage to us.

3860. Is it not rather a disadvantage if we give to our rivals, the other continental ports, the advantage of purchasing the article of lumber cheaper than they otherwise would?—I do not know that it is of any consequence to us.

3861. Do you consider them our rivals in the use of lumber?—No; we are by far the largest consumers.

3862. Are you acquainted with the present mode of assessing the duty on deals?—Yes.

3863. Will you state to the Committee whether, in your judgment, any benefit or injury would arise from an alteration of that mode of charging the duty by substituting a charge on the cubical contents of the deal?—I think if there was one rate of duty per load charged on all foreign deals we should not have the same sources of supply open to us, and that it would create a great delay and expense in discharging the ships.

3864. Suppose it were not taken so accurately, but there were a different duty, according to the different lengths of the deals?—That would, to a less extent, but still to an extent, have the same effect as to shutting up those sources of supply, and creating delay and expense in discharging.

3865. Do you consider it desirable that the duty on timber employed in ship-building should be drawn back?—I do not conceive there is much oak timber from the Baltic used in ship-building.

3866. Has the quantity of deals imported from the Colonies been equal to the importation of timber the last few years?—No; the great increase of importation from the Colonies into the kingdom has been in timber.

3867. And not an equivalent increase in deals?—No, not an equivalent increase in deals.

3868. Is not the average length of American deals imported 12 feet?—Yes; there are a few over and a few under.

3869. Are European deals imported, in fact, of considerably greater length than that at which the duty is rated?—They bring them the greatest length they can to have them within the scale for duty.

3870. Then is not the cubical quantity of European deal imported considerably greater than the return will show, that return being taken by tale, the length of the deals exceeding that at which the duty is paid?—There is a considerably larger amount of cubical contents in the foreign great hundred than the Colonial great hundred.

3871. Then a comparison between the number of great hundreds of foreign deals imported and of Colonial deals imported would mislead as to the relative cubic quantities?—Decidedly there is a considerable difference.

3872. Has not the nature of the duty tended to improve the quality of the article imported?—It has tended to improve the manufacture of it.

3873. Are you sure you never sold any deals free of knots?—I am sure I never in any contract or verbal agreement agreed to sell deals entirely free of knots.

3874. After you had received a cargo in this country did you never sell any to

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any merchant free of knots?—No. We have every sort of deals in this country, and sell one sort to one dealer and one to another; and when we allowed the Dock Company to sort firsts into bests and seconds we have always demanded a larger price for the bests; but we have given up that system.

3875. When you have supplied the deals clear of knots, or having but very small knots, at what price did you sell those best deals?—£. 16. 10 *s.*

3876. Did you not get a higher price than that?—Not that I remember. I am speaking of the last five years.

3877. You never sold any, almost entirely free of knots, at 18 *l.*?—If the market was previously 30 *s.* higher, of course I got 18 *l.*; but I cannot say that I ever got 18 *l.*, or sold any deals perfectly free from knots.

3878. Can you state the quantity of salt imported from this country to the Colonies?—The quantity was 1,500,000 bushels in the year 1831; in the year 1833 it was about 100,000 more.

3879. What quantity of tons is that equal to?—About 45,000 or 50,000 tons.

3880. How many ships' cargoes would that give?—Ships do not load whole cargoes of salt; they seldom take more than 250 tons, which would be 200 vessels partly loaded with salt.

Veneris, 24° die Julii, 1835.

THE RIGHT HON. CHARLES POULETT THOMSON,

IN THE CHAIR.

Mr. *Robert Carter*, called in; and Examined.

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3881. WHAT is your business?—Shipbrokers and agents for the sale of wood cargoes deliverable in America and the north of Europe; we also receive wood cargoes on consignment, and we are shipowners.

3882. Will you give us the name of your firm?—Carter & Bonus.

3883. Are you engaged in shipping to any extent?—Not to a large extent; we have about 6,000 *l.* or 7,000 *l.* invested in shipping on our own account.

3884. What is the amount of tonnage?—Between 800 and 900 tons.

3885. Your business is chiefly as a broker?—Chiefly as a broker, and that principally in the timber trade, both to the north of Europe and to the Colonies.

3886. Could you give the Committee any account of the freights of timber, for some years past, to the North American Colonies?—I have not made out a statement on the present occasion. I gave in one two years ago to the Committee of this House on Manufactures, Commerce and Shipping, which was a detailed and exact statement of the freight for each year, from 1818 to 1833. I can only say they are now much as they were at the end of that period.

3887. What is the freight per load for timber from Quebec?—37 *s.* to 41 *s.* this year. The average, taken in the same way as my former statement, would be about 1 *l.* 19 *s.*

3888. What was it last year?—As nearly as possible the same.

3889. What is it to the lower ports, New Brunswick?—33 *s.* to 35 *s.*

3890. What is the freight from Dantzic?—There have not been any English ships, that I am aware of, chartered from Dantzic this year. Foreign ships have been chartered generally, I think, at 18 *s.*

3891. And from Memel?—We have not chartered any British ships from Memel this year. The English ships which have arrived from those ports lately have been those that have been chartered to take cargoes round to America. There have been scarcely any chartered direct.

3892. Have you made any charters of that description?—Yes.

3893. What rate of freight has been paid for such circuitous voyage?—£. 2. 15 *s.* round by Halifax.

3894. Will you describe the voyage such a ship has to make?—She has to load her cargo at Dantzic or Memel, and to carry it to Halifax, or some other port in the North American Colonies, and there land it; then take it on board again, and bring it to a port in the United Kingdom.

3895. Is

3895. Is the expense of landing included in the freight and at the cost of the shipowner?—Yes, it is.

3896. What did you say was the freight?—£. 2. 15 *s.*

3897. Do you know what is the expense of landing and re-shipping there?—I had one account last year; and I think the whole expense of a ship of 250 tons was somewhere between 20 *l.* and 30 *l.*

3898. Perhaps you can state how many load that was?—The ship carried about 340 loads; and the expense altogether would be something under 2 *s.* a load.

3899. Did the ships that you have chartered all go to Halifax, or did they go to New Brunswick many of them?—Those we have chartered this year have not gone the intended voyage to America at all; those we have chartered in former years have gone mostly to Halifax, two or three to Pictou in Nova Scotia, one to St. John's, Newfoundland, and one to Cape Breton.

3900. What would be the freight of the timber, supposing it were coming from Halifax; the same as from the lower ports, 33 *s.* to 35 *s.*?—The same freight.

3901. Was that business of carrying timber the circuitous voyage increasing previously to the Bill which was brought into Parliament?—This spring there was a greater disposition to pursue that trade than during the previous year; last year it was much less than it had been in 1833, which was the year in which we did the largest business in that way.

3902. You say that there was a greater disposition to enter into this business?—This spring than last. In 1833 there was more done than in the present year; how far it would have gone this year, if notice had not been given by the Board of Trade that the laws would be altered, we cannot tell.

3903. It is only of late it has been considered as a thing in which respectable people would engage, is it?—It is about six years since the law allowed it.

3904. But it was thought in the trade rather an evasion of the spirit of the law, though not of the letter?—No, I think not; for those who first took advantage of it made application to Mr. Huskisson, to get information from him as to the legality or propriety of the course, before they adopted it; he said it was perfectly legal, and that there was no objection to it.

3905. Did not that business afford a very considerable advantage?—It afforded employment to the ships that could not get freights that they could sail at in the direct trade from the Baltic; and I believe the merchants introduced the timber by that circuitous route at an advantage of some few shillings a load beyond what they would have gained by bringing it direct at the foreign duty.

3906. You say it afforded a profit of some few shillings a load to the merchants engaged in it; are you aware that that was the case?—In one instance I had the management of a cargo myself which belonged to a shipowner; I made up the account, and the cargo left a little under 60 *s.* a load to the shipowner for freight; I infer from that, as well as from the information of merchants, that there was a profit of something under 5 *s.* per load to the merchant who chartered ships at 55 *s.*

3907. He made 5 *s.* by the business?—Yes, nearly 5 *s.*

3908. If the freight to the lower ports is from 33 *s.* to 35 *s.*, or call it 35 *s.*, and the freight for the roundabout voyage is 2 *l.* 15 *s.*; that is, if 55 *s.* is the expense of the freight on the roundabout voyage, is it not only 20 *s.* difference, whilst the difference in the duty is 45 *s.*?—Twenty shillings is about the difference between the freight on Colonial timber coming direct, and that on foreign timber going round by the Colonies; but the difference between foreign timber coming direct and going round would be greater.

3909. The difference in freight between foreign timber going round, and Colonial timber coming direct, would be 20 *s.*?—It would be thereabouts.

3910. The difference in duty is 45 *s.*, is it not?—That is the difference in duty between foreign and Colonial timber; and also between foreign timber imported direct and the same article imported by way of the Colonies.

3911. Does it not hold out a bonus, taking the difference of freight of 20 *s.* and 24 *s.*?—I do not see how the calculation applies; the difference between the freight of foreign timber coming direct and going round would be 37 *s.*, and the difference of duty would be 45 *s.*

3912. Take the difference in your own way, between Colonial timber coming direct and foreign timber going round; the freight of Colonial timber coming direct would be 35 *s.*, would it not?—Of lower port timber it would.

3913. Then the freight of foreign timber going round would be 55 *s.*?—Yes.

 3915. That

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3914. That is a difference of 20 *s.*?—Yes.

3915. That difference is the advantage which is held out to bring in European timber by a roundabout voyage, over Colonial timber by a direct voyage?—They are two articles which do not come into competition at all. The Baltic and lower port American timber are totally distinct articles. If you compare Colonial timber with Baltic, I submit you must compare the Canadian red pine with the Baltic timber.

3916. The Baltic is of a better quality than the lower port, is it not?—It is of a different quality; it is better for some purposes, and not so good for others. It bears a higher price in the home market clearly.

3917. Consequently the freight, in reference to the value of timber, falls lower on the timber coming the roundabout voyage than on timber coming direct from the lower ports?—I am afraid I do not understand the question.

3918. You say the price of the lower port timber is less on account of its quality than the price of the Baltic timber?—In this market.

3919. If that be the case, then the Baltic timber going round would pay a less freight in proportion to its value than the lower port timber coming direct?—I do not see what the proportion of value and freight of timber have to do with the matter, they seem to me to be two distinct subjects.

3920. You have stated you could not well compare the roundabout voyage to the lower ports with the direct voyage from the lower ports, because the quality of the timber was different, did you not?—Because they are two different articles not admitting of comparison.

3921. You are then asked, as the Baltic timber is the higher priced timber, the freight must necessarily bear a smaller proportion of the value than the freight of the lower port timber, must it not?—If you deduct the freight round, which is 2 *l.* 15 *s.*, from the value of the foreign timber in this market, which is 5 *l.* 2 *s.* 6 *d.*; and if you deduct the direct freight, which is 1 *l.* 15 *s.*, from the value in this market of the lower port yellow pine timber, which is 3 *l.* 10 *s.*, you have 2 *l.* 7 *s.* 6 *d.* left in the first case, and 1 *l.* 15 *s.* in the other. The freight on the Baltic timber consequently bears a higher proportion to its value than does the freight to the value of American lower port timber.

3922. What then do you say is the difference which is to be gained by bringing the Baltic timber the roundabout voyage, upon the article of freight; 20 *s.* is it not?—I do not make it so.

3923. Have the goodness to state it item by item?—On the Memel timber going round, the freight will be 55 *s.*, the duty 10 *s.*, and the insurance about 1 *s.* 2 *d.* per load.

3924. Are there any other charges greater in one case than the other?—There is a difference of about three months' interest, which is not much.

3925. Are there the same charges abroad?—The charges in the shipping port are the same in both cases; and those in the Colonies, upon the timber carried round, are borne by the shipowner.

3926. Is not the broker's commission on the freight larger in one case than the other?—That is a charge on the shipowner, not on the cargo.

3927. Is there any charge to the owner of the cargo by the agent he employs abroad for this transaction?—Not any.

3928. Nothing at all; it is paid by the captain and included in the freight?—Yes.

3929. Are there any other charges on the cargo in addition to those you have specified?—Nothing but insurance and additional interest, which I would put at 1 *s.* 6 *d.* in the one case, and the insurance at 3 *d.* in the other.

3930. How much would it be upon the timber carried round?—The total is 66 *s.* 6 *d.* bringing the timber round as compared with 73 *s.* 3 *d.* bringing it direct; viz., 18 *s.* freight, 55 *s.* duty, and 3 *d.* insurance.

3931. Can you get English ships for 18 *s.* direct?—There have been scarcely any English ships chartered, as far as my own experience goes, for these last two or three years; the importation direct is now almost wholly in foreign ships, and 18 *s.* is about the freight. The difference between the circuitous and the direct voyage is about 6 *s.* 9 *d.*

3932. Would that difference be diminished by any additional freight that might be paid on the direct voyage?—No, increased. An increase of freight generally would diminish that difference; for an increase on the direct voyage of 1 *s.* would be equivalent to an increase of 2 *s.* on the roundabout voyage; in that way an increase of freight generally would do away with the difference.

3933. You

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3933. You are acquainted with the present rate of duties charged on foreign and Colonial timber?—Yes.

3934. Is it your opinion that any additional duty on the Colonial timber could be borne by that timber without either partially or wholly suspending the trade?—The question applies, I presume, to square timber only?

3935. Confine yourself first to the timber?—I should say that a difference of 5 *s.* would be borne by the Colonial timber, if the freights were to remain at their present rate, and I do it on this principle: the present duties were levied in 1821, and they have been proved by the course of the trade since to have been fairly balanced at that time; by the fall of freights since that period, which has been 10 *s.* from America, and 5 *s.* from the Baltic, the Colonial shipper has evidently got a bonus of 5 *s.* at the cost of the shipowner; therefore, if the freights were never to rise beyond their present level, the colonist could not complain of having 5 *s.* laid on his timber.

3936. Suppose there were an alteration exceeding 5 *s.*, suppose it were 10 *s.*, what effect would that produce on the trade do you suppose?—It is very difficult to judge what might be the exact result; in fact, I think all prophecies on the effects of changes in fiscal regulations are to be little depended upon.

3937. Do you think an alteration beyond 5 *s.* would tend to divert the trade of Europe?—To whatever extent it were made beyond 5 *s.*, to a proportionate extent it would transfer a portion of the trade; but I would hesitate to say what portion would be transferred by any given amount of duty; the effects of an alteration to the extent of 10 *s.* would probably be divided among the parties concerned. I think the shipowners' freight could hardly get lower than at present. The colonist could bear perhaps 5 *s.*, and we know very well the European shipper would be very glad to get 5 *s.* more for his timber.

3938. You are clearly of opinion, that no further reduction of freight could or would be made by the shipowner to meet any increased duty to which the timber might be liable?—I am quite sure the shipowners cannot afford it. I know very well, from experience, they are not remunerated at the present freights.

3939. What do you mean by remunerated?—I mean to say, that taking the whole shipping of the country engaged in the timber-trade as one property, it would not pay 5 per cent. on the capital, and replace the capital, without making any allowance to the owner, either for profit or the trouble of management. In giving evidence before the Committee of 1833, to which I have before alluded, I stated, that many shipowners in the north of England were then in a state of ruin, whom I had known a few years previously to be men of some property; and my opinion was confirmed soon after, in a singular manner. Three gentlemen from the port of Newcastle were examined on the same occasion, and gave testimony, differing materially from each other, as to the condition of the shipping interest. The first, Mr. Wm. Richmond, stated, that it was very unprofitable, and that both he and his neighbours were losing money by their shipping. Another, Mr. Thomas Brown, said, that his ships paid him pretty well, in consequence of the large scale and the principles upon which his business was conducted; but that those who managed their ships in the old-fashioned way could not make any profits. The other, Mr. Thomas Hedley, did not scruple to say that shipping was as good an investment for capital as any in the country. And these three gentlemen were all bankrupt within 12 months after their evidence was given.

3940. If there were an alteration of duties which should have the effect of displacing any considerable quantity of British tonnage from the American trade, is it your opinion that they would find employment in the Baltic trade, and to what extent?—I should apprehend a very small proportion would find employment in the Baltic trade.

3941. Why?—Because we find that the Baltic ships in the wood trade are driving our ships out of employment. I have prepared a statement, for the purpose of showing that fact, which I beg permission to put in. It commences with the results of one I gave to the Committee on Manufactures, Commerce and Shipping in 1833, showing that in the trade from Sweden, Norway, Denmark and Prussia, on the average of eight years, from 1816 to 1823, which was before the reciprocity system commenced, we had close upon the half of that trade, the proportions of tonnage being 139,000 British to 172,000 foreign; that on an average of nine years, from 1824 to 1832, which included the latest returns published at the time I gave the evidence, we had about one-third of the trade, the British tonnage being 155,000 tons, and the foreign 311,000; and I find that in the year 1833

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the British tonnage had decreased to 64,000 tons, while the foreign was 275,000 tons; and that in the last year, 1834, the British tonnage had further decreased to 58,000, while the foreign had increased to 307,000 tons. The result of this document shows, that in the first period the British shipping employed amounted to 44½ per cent. of the whole tonnage in that trade; that in the second period it was 33½ per cent.; in the year 1833 it was only 19 per cent., and in 1834 it was only 16 per cent.; which shows a rapid and regular decline in the employment of British shipping in the trade since 1823, (that is with the exception of 1825 and some other years in the second series, when there was an increase). The conclusion seems inevitable that we must lose that trade entirely, if competition with the cheaper ships of the Baltic be continued on its present footing. The statement refers to the trade of Norway, Sweden, Denmark and Prussia, which I have put together. I am not prepared to show the trade of each of those countries separately, but I can distinguish as to the ships laden with wood from Norway.

[*The Witness delivered in the following Paper:*]

TONNAGE entered INWARDS in the United Kingdom, from *Sweden, Norway, Denmark* and *Prussia.*

	BRITISH.	FOREIGN.	ANNUAL EXCESS of FOREIGN OVER BRITISH.
Average of 8 years, 1816-1823	139,663	172,588	32,925
Average of 9 years, 1824-1832	155,209	311,057	155,848
1833	64,485	275,758	211,273
1834	58,288	307,302	249,014

	PROPORTIONS OF TONNAGE.	
	BRITISH.	FOREIGN.
	Per Cent.	*Per Cent.*
In the first period	44½	55½
In the second period	33½	66½
In 1833	19	81
In 1834	16	84

Taken from Parliamentary Paper, Lords, 201, 5 July 1830; from Porter's Tables, part 3; and from Parliamentary Papers, Commons, 5 and 125, of the present Session.

I have a statement of all the ships which have come into the port of London during the last seven years, with wood cargoes from Norway.

[*The Witness delivered in the following Paper:*]

The Number of *Norway* Ships and their Tonnage, also the Number of *English* Ships and their Tonnage, that have entered the Port of *London* with Wood Cargoes from *Norway* during the last Seven Years.

	Norway Ships.	Tonnage.	English Ships.	Tonnage.
1828	105	34,174	4	1,393
1829	90	30,816	3	900
1830	88	29,434	1	300
1831	130	39,300	1	296
1832	78	26,292	—	—
1833	101	32,495	—	—
1834	105	33,124	—	—
TOTAL	697	225,635	9	2,889

5, Change Alley, 21 July 1835.

Thomas Simson,
Wood Broker.

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In the year 1828 we had 34,000 tons of foreign, and 1,300 tons of British shipping, and for the last three years the foreign has been from 26,000 to 33,000, and there has not been a single ton of British shipping. That is a proof of what is the course of trade from Norway to the port of London. As that account hardly seems to tally with the published official statements of the whole tonnage from Norway into the United Kingdom, from which it appears there is some British tonnage comes in, I have made a statement to see how it was we had no British ships with wood cargoes. In the six years from 1828 to 1833, I see there have been 552,000 tons of foreign shipping, and 41,000 tons of British shipping.

[*The Witness delivered in the following Paper:*]

ENTRIES INWARDS, United Kingdom, from *Norway*.—(Porter's Tables.)

YEARS.	Norway Ships.	Tonnage.	British Ships.	Tonnage.
1828	534	85,771	128	10,826
1829	553	86,205	110	9,985
1830	556	84,585	66	6,459
1831	754	114,865	52	4,518
1832	549	82,155	42	3,798
1833	660	98,931	64	5,901
TOTAL	3,606	552,512	462	41,487
Average size		153		89
Average size of wood ships to London, per Mr. Simson's statement		323		321
Average size of remainder		112		85

The average size of all those ships is 153 tons to a Norwegian ship, and 89 tons to a British ship. The average tonnage of the wood ships to London, according to the previous statement, is 323 tons for a Norway ship and 321 tons for a British ship, and the remainder of the British vessels average only 85 tons each; which small vessels are employed, as I understand, in bringing lobsters and other fish, which accounts for the British tonnage that appears in the official returns as coming from Norway.

3942. From your inquiries you have been led to believe the importation of wood from Norway is carried on exclusively in Norwegian shipping?—Yes; it may be safely assumed that no British shipping whatever is employed in that trade.

3943. Do you attribute this progressive decline in the employment of British shipping in the timber trade with the north of Europe to the incapability of the British owner to compete in the expenses of navigation with the northern nations?—Undoubtedly.

3944. Does the present state of the law place the foreign and English shipping entirely on an equal footing without any advantage to the English shipping, or can you name any advantage?—There is not any difference under the reciprocity system.

3945. Is there any in reference to the article of pilotage?—None whatever.

3946. Are foreign ships obliged to take pilots?—Not ships of those countries which have entered into treaties of reciprocity with this country.

3947. Will the ships with which we are in reciprocity be obliged to take pilots when that obligation does not extend to British ships?—Certainly not; the words of the reciprocity treaties and the orders in Council having reference to them, are perfectly clear on the point.

3948. Do they in fact take them?—Foreign ships generally do.

3949. Why?—The reason that has been given me by the parties who are more concerned for foreign ships than I am is, that they effect their insurances in Hamburgh, where they get them done lower than in England; and that they are afraid if they do not have pilots, they would not be considered by the insurance compa

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nies there to be legally navigated. I have communicated with several parties interested in Baltic shipping, and that is the reason they have given me for their ships taking pilots.

3950. When you say the insurance is lower, you mean on a foreign ship it is lower than in this country?—I mean insurances generally.

3951. Could you insure a British ship and cargo lower at Hamburgh than in this country?—Yes; I have known orders sent out to Hamburgh, though the parties would prefer being insured at home. I have known instances of insurances sent out there to get them done cheaply.

3952. Independently of the premium, is there not a saving in the stamp duty?—I believe there is.

3953. If you were an importer and were to direct your agent to enter into a charter with a foreign shipowner, is there a stamp on that charter in a foreign country?—I cannot speak to that point.

3954. You do not know whether it is equivalent to the stamp charged in this country?—No, I do not.

3955. Are you of your own knowledge acquainted with the character and condition of the ships, the Prussian ships, employed in the timber trade, and the masters and crew by whom they are navigated?—I have this year had a better opportunity of being acquainted with that subject than before, for finding we can employ no British ships in that trade, we have become agents for some foreign ships. I have some information that I have obtained from the captain of one of the ships that has come to our consignment, the Nordstern, a Prussian ship, of 519 tons by the English Custom-house measurement. I have put down here a statement from him of his crew, their description, and the rate of wages paid to each of them, and the cost for a voyage of three months.

[*The Witness delivered in the following Paper:*]

Prussian Ship *Nordstern*, 519 tons English measurement.

No.	QUALITY OF CREW.	Wages per Month.	Amount of Wages, &c. per Voyage of 3 Months.
		£. s. d.	£. s. d.
1	Master 100 dollars per voyage - - -	- - -	15 - -
1	Caplarkin, 6*d.* per load, about - - -	- - -	17 10 -
1	Mate - at 16 dollars - - - - -	2 8 -	7 4 -
1	Carpenter - 16 — - - - - -	2 8 -	7 4 -
1	Boatswain 10 — - - - - -	1 10 -	4 10 -
1	Cook - - 9 — - - - - -	1 7 -	4 1 -
1	Second mate 8 — - - - - -	1 4 -	3 12 -
3	Sailors - - 8 — - - - - -	1 4 -	10 16 -
2	Halfmen - 6 — - - - - -	- 18 -	5 8 -
8	Boys - - 4 — - - - - -	- 12 -	14 8 -
19	Total Wages - - £.		89 13 -

British Ship Sir *William Bensley*, 556 Tons per Register.

No.	QUALITY OF CREW.	Wages per Month.	Amount of Wages per Voyage of 3 Months.
		£. s. d.	£. s. d.
1	Master - - - - - - - -	10 10 -	31 10 -
1	Mate - - - - - - - -	5 - -	15 - -
1	Carpenter - - - - - - -	4 10 -	13 10 -
1	Cook - - - - - - - -	2 17 6	8 12 6
1	Second Mate - - - - - -	3 - -	9 - -
13	Sailors - - - - - - - -	2 10 -	97 10 -
4	Apprentices - - - - - -	- 15 -	9 - -
22	Total Wages - - £.		184 2 6

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British Ship *Centurion*, 468 Tons per Register.

No.	QUALITY OF CREW.	Wages per Month.	Amount of Wages per Voyage of 3 Months.
		£. s. d.	£. s. d.
1	Master	9 10 –	28 10 –
1	Mate	5 5 –	15 15 –
1	Carpenter	5 – –	15 – –
1	Cook	2 10 –	7 10 –
1	Second Mate	3 5 –	9 15 –
12	Sailors	2 10 –	90 – –
4	Apprentices	– 15 –	9 – –
21	Total Wages £.		175 10 –

Cost of Prussian Victualling per Man per Week.

	£. s. d.
4 lbs. beef – 2½ *d.* per lb.	– – 10
1½ lb. pork – 2½ *d.* per lb.	– – 3¾
7 lbs. bread 10 *s.* per 110 lbs.	– – 7½
1 lb. butter 3 *d.* per lb.	– – 3
5 lbs. pease – 3 *s.* per 80 lbs.	– – 2½
2½ lbs. barley 7 *s.* per 80 lbs.	– – 2¾
Per Week	– 2 5½
Per Day £.	– – 4¼

	£. s. d.
19 men for 13 weeks, at 2 *s.* 5½ *d.* per man per week.	30 7 3
Wages as above	89 13 –
Wages and victualling for one Voyage	120 – 3
Ditto for three Voyages, £.	360 – 9

N. B.—Beer, spirits and other small articles are not included.

Cost of British Victualling per Man per Week.

	£. s. d.
8 lbs. beef – 4 *d.* per lb.	– 2 8
4½ lbs. pork – 3½ *d.* per lb.	– 1 3¾
7 lbs. bread – 13 *s.* 6 *d.* per cwt.	– – 10
4 lbs. flour – 18 *s.* per cwt.	– – 7¾
1½ pint pease 9 *s.* 6 *d.* per bushel	– – 3
Per Week	– 5 8½
Per Day £.	– – 9¾

	£. s. d.
21 men for 13 weeks, at 5 *s.* 8½ *d.* per man per week.	77 18 4
Wages as above	175 10 –
Wages and victualling for one Voyage	253 8 4
Ditto for three Voyages, £.	760 5 –

N. B.—Beer, spirits and other small articles are not included.

British ship of 468 tons	760 5 –
Prussian ship of 519 tons	360 – 9
Balance in favour of the Prussian £.	400 4 3

The master has 100 dollars, or 15 *l.* for the voyage, whatever may be its length; he has his caplarkin, 6 *d.* a load, which in this ship is 17 *l.* 10 *s.*; she carries 700 loads. The mate has 16 rix-dollars a month, which makes 7 *l.* 4 *s.* for the three months. The carpenter has the same wages, of course amounting to 7 *l.* 4 *s.* The boatswain has 10 dollars, which for three months amounts to 4 *l.* 10 *s.* The cook has nine dollars, which amounts to 4 *l.* 1 *s.* One of the sailors he calls his second mate, who has only the same wages as the other sailors, eight dollars, which amount to 3 *l.* 12 *s.*; he has three other sailors at eight dollars, amounting to 10 *l.* 16 *s.* He has two whom he calls halfmen, equivalent to our ordinary seamen, at six dollars, amounting to 5 *l.* 8 *s.*; and he has eight boys, as he calls them, though most of them are young men, at four dollars each per month, amounting to 14 *l.* 8 *s.* The total wages are 89 *l.* 13 *s.* for a voyage of three months for that

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crew. I have put down here from the books of a shipowner, which I have inspected, the same information as to two of his ships, the nearest I could get to the size of the Nordstern, the one being 40 tons larger, and the other 50 tons less. Perhaps it will be sufficient if I read the account for the smaller ship only. The master of the Centurion, of 468 tons, has 9 *l.* 10 *s.* per month, amounting to 28 *l.* 10 *s.* for three months. A mate, at five guineas, amounting to 15 guineas; a carpenter, at 5 *l.*, amounting to 15 *l.*; a cook, at 2 *l.* 10 *s.*, amounting to 7 *l.* 10 *s.*; a second mate, at 3 *l.* 5 *s.*, amounting to 9 *l.* 15 *s.*; 12 sailors, at 2 *l.* 10 *s.*, amounting to 90 *l.*; four apprentices I have averaged at 15 *s.* a month, or 8 *l.* a year, which I believe to be a fair calculation; to include the sums of money paid them under their indentures, and the expense of keeping them on shore when the ship is at home, this item amounts to 9 *l.*, making a total of 175 *l.* 10 *s.*

3956. What is the number of men in each case?—The number of men in the Prussian ship of 519 tons is 19, including the master and boys. The number in the Centurion, including the master and apprentices, is 21.

3957. She is 50 tons less?—Yes, she is 468 tons.

3958. Take the men, distinguished from the apprentices?—In the English ship there are 17 men; and in the Prussian ship only 11.

3959. Now the boys?—They are not called apprentices in the Prussian ship; as I said before, most of them are young men; their ages, as given in the ship's sea pass, which I examined this morning, are as follows: 15, 17, three of 18, two of 19, and one of 22 years.

3960. Now the numbers?—There are eight in the Prussian ship, and four in the British ship.

3961. It would appear that the Prussian ship navigates with six men less than the English, and four more boys?—Yes, with the qualification I have before given as to the ages of the boys; I think it right to add, that the Centurion, though 50 tons less than the Prussian ship, carries, as nearly as possible, the same cargo. She is a larger-carrying ship, in proportion to her tonnage, than the Prussian.

3962. What was the third ship you mentioned?—The Sir William Bensley, of 566 tons. She has a master at 10 guineas; his wages amount to 31 *l.* 10 *s.* for three months; a mate at 5 *l.*, amounting to 15 *l.*; a carpenter at 4 *l.* 10 *s.*, amounting to 13 *l.* 10 *s.*; a cook at 2 *l.* 17 *s.* 6 *d.*, amounting to 8 *l.* 12 *s.* 6 *d.*; a second mate at 3 *l.*, amounting to 9 *l.*; 13 sailors at 50 *s.*, amounting to 97 *l.* 10 *s.*; four apprentices at 15 *s.*, amounting to 9 *l.*, making 22 persons in all, and the total wages being 184 *l.* 2 *s.* 6 *d.* for a voyage of three months.

3963. Did both these ships go the same voyage as the Nordstern?—They are both in the Quebec trade; the Nordstern in the Baltic trade.

3964. In your opinion, could that foreign ship, the Nordstern, go with safety the same voyage with the English, having six men less and four boys more?—The voyage to the Baltic, I should say, certainly requires as many men as the voyage to America.

3965. How do you account then for the foreign ship taking fewer and less able hands than the English; are the men better sailors, or are the boys better sailors?—They are under much better discipline, in consequence of the regulations of the government of Prussia; the seamen in England are under no regulations at all.

3966. But on board a ship are they not under better control; their sailors are not better working people, are they?—Not having sailed in a Prussian ship, I cannot speak to that point; but I understand they are better educated for the sea than our people are.

3967. Do you think that 11 Prussians and eight boys can navigate a ship as well as 17 English men and four boys?—The eight boys are partly young men, though he calls them boys; they are from 15 to 22.

3968. So are our apprentices, are they not?—They will be approaching the same age certainly before their indentures are out.

3969. But do the Prussian ships so navigated, in fact, make their voyages equally quickly and equally securely with the English ships?—In some instances I have known the Memel ships have decidedly beaten any English ships. There is a ship called the Helena, of 339 tons, now discharging her third cargo in London this year.

3970. Can you tell us whether the first entries of ships from the Baltic in the port of London, the first entries of the season, are usually of foreign or of British ships?—We have scarcely any entries of British ships all the year round; the first entries are certainly the foreign ships.

3971. You

3971. You are quite clear that that is the case?—I can give in a return of all the ships which have come with wood into London for the first six months of this year, that is, to the end of June. I have made a summary of it. Mr. *Robert Carter.* 24 July 1835.

[*The Witness delivered in the following Paper:*]

WOOD-LADEN SHIPS which entered the Port of *London* during the first Six Months of the present Year 1835.

	BRITISH SHIPS:—COLONIAL GOODS:	Tons.	
March	Elizabeth, a' Pictou	382	C. D.
	Robert Watt, a' St. Andrews	491	W. I. D.
	Mary Bulmer, a' Halifax	314	S. C.
April	Margaret, a' St. John's	394	R. C.
	Moira, St. Andrew's	650	W. I. D.
	Mary Ann, a' Halifax	261	S. C.
May	Stirling Castle, a' Halifax	351	C. D.
	Andes, a' Halifax	284	L. D.
June	Beaufort, a' Quebec	403	W. I. D.
	Nine Vessels	3,530	
	SWEDISH and NORWEGIAN;		
February	Aran S.	400	
March	Venus N.	201	
	Westa N.	300	
	Lykens Prove N.	226	
	Wennerne N.	223	
	Norske Klippe N.	300	
	Friherrinden Frederica Louisa N.	341	
	Fortuna N.	589	
	Nora Sophia N.	300	
	Justitia N.	290	
	Wilhelmine N.	388	
	Lougen N.	308	
	Brevig N.	479	
	Emanuel N.	300	
April	Maren Dorothea N.	267	
	Opgaaendesolt N.	300	
	Christiania Packet N.	155	
	Haabet N.	420	
	Crown Prince Frederick N.	389	
	Sophia N.	161	
	Andreas N.	400	
	Resolution N.	292	
	Resolution N.	380	British 222
	Oster Risoer N.	327	
	Alexander N.	296	
	Spes and Fides N.	400	
	Prince Christian Auguste N.	287	
	Maria Elizabeth N.	293	
	Martha N.	297	
	Emelie N.	322	
	Metta Margaretha N.	382	
	Rosina N.	279	
	Prima N.	401	
May	Gode Hensigt N.	90	British 215
	Frue Maren N.	377	
	Baron Holberg N.	498	
	Sophia Maria N.	335	
	Johannes Tonden N.	300	
	Amphion N.	163	
	Friherrinden Frederica Louise N.	326	
	Neptunus N.	250	
	Crown Prince Frederick N.	367	
	Europa N.	370	
	Minerva N.	400	
	Orienta S.	300	
	Industry N.	300	
June	Wilhelmina N.	388	
	Anne Christina N.	387	
	Norske Klippe N.	269	
	Nora Sophia N.	305	
	Andrea Elizabeth N.	150	

	SWEDISH and NORWEGIAN —*continued.*	Tons.	
June (*continued*)	Atlas S.	438	
	Andreas N.	436	
	Elizabeth N.	200	
	Europa N.	507	C. D.
	Alexander N.	290	
	Johanna S.	300	
	Dido S.	300	
	Lykens Prove N.	226	
	Familiens N.	150	
	Justitia N.	296	
	Eucharis N.	315	
	Familien Haab N.	240	
	Provens Minde N.	385	
	Haabet N.	620	
	Triton N.	268	R. C. D.
	Varige Harmonie N.	251	
	Sixty-seven Vessels	21,489	
	RUSSIAN:		
March	Furst Menschitoff	500	
June	Adolp Frederick	150	
	Two Vessels	650	
	PRUSSIAN:		
March	Carolina, a' Stettin	160	
	Charlotte, a' Memel	477	S. C.
	Helene, a' Memel	339	C. D.
	Ernst George, a' Stettin	200	
	Amalia, a' Dantzic	320	
	London Packet, a' Dantzic	191	
	Resource, a' Memel	338	C. D.
	Najada, a' Memel	290	
	Frederick Auguste, a' Memel	287	S. C.
	Eliza, a' Memel	211	S. C.
	Copernicus, a' Memel	277	S. C.
April	Argo, a' Stettin	171	
	Biene, a' Dantzic	300	C. D.
	Furst Hardenburg, a' Stettin	170	C. D.
	Latona, a' Stettin	200	
	Emil, a' Stettin	150	
	Union, a' Stettin	250	
	Oliva, a' Stettin	312	C. D.
May	Iris, a' Stettin	150	
	Weicksel, a' Stettin	205	
	Diligence, a' Dantzic	262	
	Lacks, a' Dantzic	461	C. D.
	Richard, a' Dantzic	260	C. D.
	Dantzic, a' Dantzic	595	C. D.
	Freundschaff, a' Dantzic	258	
	Maria Frederica, a' Dantzic	270	
	Rudolph Christian, a' Memel	287	C. D.
	Helene, a' Memel	339	C. D.
	Carl Heinrick, a' Dantzic	179	S. C.
	Sophia, a' Memel	200	C. D.
	Resource, a' Memel	338	C. D.
	Eliza, a' Memel	211	S. C.
	Victoria, a' Memel	342	C. D.
	Catherina Wilhelmina, a' Stettin	150	
	Otilie, a' Stettin	233	
	Mathilda, a' Stettin	218	C. D.
	Julie Marie, a' Memel	226	
	Copernicus, a' Memel	276	S. C.
	Amphitrite, a' Memel	300	S. C.
	Bertha, a' Memel	275	S. C.

	Prussian—*continued.*	Tons.	
May (*continued*)	Loewe, a' Memel	170	W. I. D.
	Maria, a' Stettin	182	S. C.
June	Johannes, a' Stettin	225	C. D.
	Felix, a' Stettin	220	
	Carl Andreas, a' Stettin	172	C. D.
	Prœsident, a' Stettin	157	C. D.
	Ringende Jacob, a' Memel	200	C. D.
	Germania, a' Stettin	213	S. C.
	Charlotte, a' Dantzic	477	C. D.
	Kleine Marie, a' Memel	92	
	Frederick, a' Stettin	185	
	Eiche, a' Stettin	170	R. C.
	Pauline, a' Dantzic	283	C. D.
	Atalanta, a' Stettin	200	C. D.
	Lucinde, a' Dantzic	185	
	Nordstern, a' Dantzic	519	W. I. D.
	Fifty-six Vessels	14,328	
	British (from the Baltic):		
March	Canada, a' Petersburgh	281	C. D.
May	King, a' Dantzic	250	C. D.
	Friends, a' Memel	161	S. C.
	Websters, a' Stettin	104	S. C.
	George Fourth, a' Memel	228	
May (*continued*)	Thames, a' Dantzic	351	
	Ranger, a' Dantzic	319	C. D.
	Falloden, a' Dantzic	264	W. I. D.
	Amazon, a' Memel	292	S. C.
	James and Ann, a' Memel	255	S. C.
	X. L., a' Memel	212	S. C.
	Rising Sun, a' Dantzic	304	S. C.
	Liddell, a' Dantzic	328	S. C.
	Commerce, a' Memel	251	C. D.
	Andromeda, a' Riga	300	C. D.
	Pendarves, a' Stettin	80	
	Ocean, a' Memel	278	C. D.
	Margaret, a' Petersburgh	270	
	Young Regulus, a' Memel	227	
	Brodrick, a' Riga	327	C. D.
June	Jamson, a' Narva	249	
	Samuel and Sarah, a' Riga	290	C. D.
	Shakespeare, a' Riga	226	
	Jane, a' Riga	309	
	David Owen, a' Riga	204	
April	Laurel, a' Sweden	222	
May	Fair Ellen, a' Sweden	215	
	Twenty-seven British	6,797	

Summary of the preceding Statement.

SHIPS AND VOYAGE.	Number of Ships.	Tonnage.	No. of Ships which discharged their Cargoes in Dock.
British Ships from the North American Colonies	9	3,530	9
Ditto - from the north of Europe*	27	6,797	16
Five Swedish and 62 Norwegian ships	67	21,489	2
Russian ships	2	650	—
Prussian ships	56	14,328	35

		Tons.
* Of the British ships from the north of Europe there came from Prussia	16 ships	3,904
Of which were chartered to go *vid* America	9 —	2,511
Were chartered to come direct	7 —	1,393

The summary of the statement is, that nine British ships have come in from the North American Colonies of 3,530 tons; that 27 British ships have come in from the north of Europe of 6,797 tons; that 67 Swedish and Norwegian ships have arrived (five Swedish and 62 Norwegian), of the tonnage of 21,489 tons; two Russian ships of 650 tons; and 56 Prussian ships of 14,328 tons. It is necessary to explain in this statement, that out of the British ships from the north of Europe there were, from Prussia, 16 ships of 3,904 tons; and of these, nine ships of 2,511 tons were, to my knowledge, chartered to go with cargoes to America, but came in direct, in consequence of the intimation from the Board of Trade that a law would be immediately passed to make that voyage illegal, so that the whole number which were chartered to come direct from Prussia appear to be seven British ships of 1,393 tons; that is the extent. Some of those might have been chartered to go round; but of the nine taken off, seven were chartered by ourselves, and two by other parties, from whom I had the information. This return also illustrates another point, viz. the proportion of each class of shipping which incurs the charge of dock rates for the delivery of their cargoes, there being placed against each ship's name which discharged in dock the initial letters of the dock she was in, and those which moored in the River are left blank. The result is, that of the nine British ships from the Colonies the whole discharged in dock, which was the case with 16 of the 27 British ships from the north of Europe; 35 out of 56 Prussians did so, and only two of the 67 Swedish and Norwegian ships.

3972. When a more considerable proportion of importation took place in British shipping, are you quite clear as to which ships arrived earliest in the season, the English ships or the foreign ships, from the Baltic?—The foreign ships; the custom being to load those ships which winter in the Baltic ports before the port is open, and they leave it as soon as it is open, and consequently as soon as the English ships can get in.

3973. Have you any knowledge if the ships in which the importations for the supply of His Majesty's Government with timber and naval stores from the Baltic are usually carried are British or foreign ships?—Indifferently; but principally in foreign ships, the same as the rest of the trade; there is no distinction between the supplies for the naval yards and for the trade.

3974. Does the Prussian government give by law any particular encouragement to navigation?—There are navigation schools, at which young men are educated at the expense of the government, and no person can be passed to take the command of a ship, or to go as mate, without undergoing an examination by the directors or professors of these schools in mathematics, ship-building, navigation, seamanship, astronomy, commerce, and the course of exchange and money matters.

3975. That is rather a restraint; it may be a very good thing, but it is rather a restraint on persons entering into that business?—It is a restraint on persons not duly qualified.

3976. Does it not enable them to carry on their navigation with limited means in consequence of the increased intelligence that is the result of such a course of education on the part of those who direct?—I never met with any master of a ship in our West India trade who was a more intelligent man than the Prussian master I have been speaking of.

3977. Are they educated at the expense of the Prussian government, or only examined?—They are educated in those schools for the purpose of seamanship; and further than that, the Prussian government sends a ship every summer, at its own expense, to give those youths practice in seamanship, as well as education on shore.

3978. Do you mean to say, no man is captain or mate of a Prussian ship who has not been educated that way at the expense of the government?—No, I did not understand that; the professors of the schools examine without any fee or charge, on the party applying, in these six branches of maritime education.

3979. The difference is, that no man can be master of a ship, or a mate, without having passed that examination?—Yes.

3980. He might have acquired the knowledge by his own means by serving on board other ships; he then goes, before he becomes captain or mate, to the government board and gets a sort of diploma as being qualified to be master or mate, does he not?—That I presume would be the course. I do not pretend to say what numbers are educated in those schools. My informant says, that the youths in the schools are educated at the government expense; what their number was I did not inquire. But before any person can take a command, or become mate of a ship, he must undergo an examination, and get a certificate from the professors of that school, or rather schools, for there are branches of the principal one in each of the seaports; and those certificates are of different grades, one for ships to go only in the Baltic and the North Sea, and another for those going to America, or any other distant part of the world.

3981. The case, as far as education goes, is pretty nearly analogous, is it not, to our own High School at Greenwich? There the Government afford to certain boys instruction which fits them for nautical affairs; the difference is, that connected with the Prussian school is a board of examiners, who pass all the people, whether educated at that school or not, before they can become mate or captain?—Yes.

3982. Are you aware that there is great anxiety among the sailors of England for the institution of a similar board for examination in this country?—I do not know to what extent it goes; I have heard shipowners, brokers, and particularly underwriters, express a strong desire for such an arrangement.

3983. You are not aware that petitions have been sent up from all parts of England and Scotland for such examinations?—I was not aware of it.

3984. Do you not think the superior intelligence of the officers, and the discipline of the crews, will satisfactorily account for the Prussian ships being navigated, contrary to what has been usually believed, with a smaller number of hands than British ships?—I have no doubt that is the reason of it.

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3985. Do you believe that the fact is so?—Yes.

3986. Can you give information with respect to the relative expense of victualling foreign and British ships?—In the same paper which I have in my hand, relating to wages, I have also put down the cost of victualling: the information as to the Prussian is from the captain of the Nordstern. They give their men 4 lbs. of beef, 1 ½ lbs. of pork, 7 lbs. of bread, and 1 lb. of butter per week; this is by Government regulation. The remainder is made up with peas, grey peas, the same as we give to the hogs in this country, and barley. I got from him the rates which he paid in Dantzic, and about the quantity consumed, for they do not limit them, which was 5 lbs. of peas and 2 ½ lbs. of barley per week. The English ships have no regulation by law, and there is not any strict rule observed; but I have ascertained from a number of captains what their consumption is; they state it to be 8 lbs. of beef, 4 ½ lbs. of pork, 7 lbs. of bread, 4 lbs. of flour, and 1 ½ lb. of split peas. The fact being, from information which I have from the captains on both sides, that the Prussian captains allow their men to fill themselves out as much as they like with peas, and the British captains allow their men to eat as much as they like of beef and pork. The price in Prussia of beef and pork is 2 ½ *d.* per lb.; bread 10 *s.* per centua, a little more than our cwt.; butter 3 *d.* per lb., peas 3 *s.* per 80 lbs., which is less than one halfpenny per lb.; barley 7 *s.* for 80 lbs., which makes the weekly provision amount to 2 *s.* 5 ½ *d.*, or 4 ½ *d.* a day to each man, without beer or liquor, and some other small articles, which are omitted in both cases, and may be as much on one side as the other. In the British ship the price of beef is 4 *d.* a lb., the pork 3 ½ *d.* a lb., the bread 13 *s.* 6 *d.* a cwt., flour 18 *s.* a cwt., peas 9 *s.* 6 *d.* a bushel. These are all the net cash prices, with the discount off, which we have paid ourselves this spring, which gives 6 *s.* 8 ½ *d.* per week, or 9 ¾ *d.* per day, still leaving out liquors and other small stores.

3987. Supposing one of your ships were going the same voyage with a Baltic ship, would she not victual in Prussia?—To part of the extent; but the difference is more in the description of the articles consumed than the price. Weight for weight, there is not a very great difference between the two scales; the difference of expense is in using peas at one halfpenny, instead of beef at 4 *d.* a lb.

3988. But in fact, if a British and Prussian ship were engaged in the same voyage, the British would victual in Prussia, and get victuals enough for her voyage home, would she not?—It would depend on the length of the passage out; she must take sufficient provisions, before she leaves here, to last for a long passage. If she has a quick voyage out, she would not have to buy much in Prussia; she must provide herself for a long voyage out, in case of accident.

3989. Would she not victual in Prussia, with the risk of bringing home some?—It may be a fair calculation to say, that half the victualling of the British ship in that trade is at the Prussian scale.

3990. Is there not some regulation there to compel the consumption of Prussian provisions while the ship is lying there?—I do not know to what articles that regulation extends, whether to all or to part; but to a part I know it does, to salt particularly, and I believe every sort of liquors, which are put under seal, and are not allowed to be consumed while the ship is in port at all; but whether meat is included I do not know. The result of this statement gives the victuals for 19 men, on the Prussian scale, 30 *l.* 7 *s.* 3 *d.* for 13 weeks. The victuals for the British ship of 21 men for 13 weeks is 77 *l.* 18 *s.* 4 *d.* Adding the wages in each case to the victualling, the Prussian wages and victualling for one voyage would be 120 *l.* 0 *s.* 3 *d.*, and the British 253 *l.* 8 *s.* 4 *d.* Supposing the ship to make three voyages in the year, which is as much as a ship of that size is likely to do, the Prussian wages and victualling would amount to 360 *l.* 0 *s.* 9 *d.*, the British to 760 *l.* 5 *s.*, showing a balance in favour of the Prussian of 400 *l.* 4 *s.* 3 *d.*

3991. Do the Prussian ships make as many voyages as the British engaged in the Baltic trade?—Quite as many; frequently four and sometimes five voyages in the year, which is an extraordinary number to accomplish.

3992. Can you tell us what is the proportion of the cargo carried by the Sir William Bensley, as compared with her tonnage, to that by the Nordstern; the relative capacities of the ships?—The Sir William Bensley carries 100 loads more than the Nordstern; I think, as nearly as possible, 800 loads is her cargo.

3993. Do you think the British carry more in proportion to their tonnage than the Prussian?—I think the British ships generally in the timber trade do carry more than that particular ship; in fact, she appears to be of small capacity.

3994. Is it your opinion that the British ships have, from their greater capacity

than the foreign ships engaged in the timber trade, any advantage to compensate for the greater expense of navigation?—Not generally; I apprehend the Norwegian ships carry more than our largest British ships; they are very full built ships; the Nordstern is not a fair sample of the foreign vessels; she is a shallow ship.

3995. Supposing any considerable proportion of the timber trade to be transferred, by a change of duties, from the Colonies to the north of Europe, is it your opinion that British shipping would be able to obtain the employment in that trade, or do you think the foreign nations would provide tonnage equal to the demand so created?—If it is supposed that the additional demand would be provided for in the same proportion as at present, the British tonnage would get employment to one-eighth the extent which is required to bring the same quantity of timber from the Colonies; which I deduce in this way, and in this I am applying myself to square timber only, not deals. About three-fourths of the foreign timber that comes to this country is from Prussia, and one-fourth from Norway, according to the official returns; the quantity from Russia, Sweden and Denmark together, is only about 4,000 loads. About one-third of the Prussian timber, and not any from Norway, is imported in British ships; therefore the British ships being only one-fourth of the whole import, and as it would require double the length of time to bring a load of timber from America that it would from the Baltic, only half the tonnage would be required; consequently one-fourth of the Baltic timber being carried in British bottoms, would be only equal to one-eighth of the British tonnage employed to bring the same quantity from America.

3996. Is it, either from your own knowledge or on evidence on which you can rely, your opinion that the Prussian ships are better built, better navigated, and generally have attained to a greater improvement than the ships of other countries?—The new Prussian ships that have come to this country lately are as fine ships as any in the world. I can state an instance in point. A year or two ago, going down the River in a steam-boat, in company with an old shipmaster and owner, I saw a new Memel ship at a short distance, and asked him what country he supposed that ship to belong to; he said, "That is one of the New York packet-ships." It was a new ship arrived on her first voyage from Memel, and she was both in the rigging and hull as handsome and fine-looking a ship as could possibly be seen, which may indeed be inferred from her being mistaken by a nautical man for an American packet.

3997. Have the same results as to improvement arisen in regard to the British ships?—They have fallen off in character most wofully.

3998. Now are you acquainted with the statements of the relative quantities of Colonial and Baltic timber and deals imported which have been published?—Certainly.

3999. Do they exhibit a correct account of those relative proportions?—They do as to timber, which is given in loads; as to other articles, the number of pieces is expressed, but not the quantity.

4000. Do they exhibit a correct account of the relative quantities?—Not of the cubical contents.

4001. Why?—Because the deals from Europe are of a larger size than those from the Colonies; therefore, if you compare them together by number of pieces merely, you get an unfair comparison.

4002. They are so compared in those documents?—Yes.

4003. Can you furnish the Committee with a statement showing what are the true proportions; the quantity of wood imported from each?—Yes, I have made out a statement, which of course is my own calculation, but I have explained on the face of it all the authorities on which I have done it. It contains the quantities imported into Great Britain in 1807, which was before the protective system to the Colonial timber commenced.

[*The Witness delivered in the following Paper:*]

DEALS imported into *Great Britain* at three Periods; viz. 1807, before the Protective System commenced; 1819, before the Duties were altered; and 1834; the whole reduced to their Cubical Contents.

AUTHORITIES, &c.	Whence Imported.	Deals: Gt Hundd.	Average Sizes.			Cubic Ft. in 120 Pieces.	Contents in Loads.
			Ft.	In.	In.		
1807:							
The quantities are taken from the Lords' Report of 1820, on Foreign Trade. There is no authority for the average sizes, which are calculated on the assumption that 12 feet was the almost universal length before the duties were increased. The average should perhaps have been rather larger.	Norway - -	22,348	12	3	9	270	120,678
	Sweden - -	6,450	12	3	10	300	38,700
	Russia - -	5,223	12	3	11	330	34,471
	Prussia -	3,142	-	ditto	-	do.	20,736
The Colonial deals and deal ends being blended in the Return, 9-10ths of the whole are assumed to be deals.	Total European, C.	37,163	-	-	-	Loads	214,585
	Nth Amn Colonies	1,340	12	3	9	270	7,236
1819:							
These quantities are also taken from the Lords' Report, and the average sizes from the same. Nine-tenths of the Colonial deals and deal ends are again assumed to be the number of deals.	Norway - -	8,465	12	3	9	270	45,711
	Sweden - -	4,472	14	3	9	315	28,173
	Russia - -	8,058	16	3	10	400	64,464
	Prussia, 3,303, say - -	3,000	-	ditto	-	do.	30,060
		303	40	3	10	1,000	
	Total European, C.	24,298	-	-	-	Loads	168,408
	Nth Amn Colonies	8,885	12	3	9	270	47,979
1834:							
These quantities are from a Return procured from the Custom-house, for the purpose, divided into the different classes which govern the duties. The present average sizes have been ascertained by inquiry in the trade.	Norway, 6/16 ft.	4,138	15	3	9	337½	32,625
	16/21 -	549	19	3	9	427½	
	Sweden, 6/16 -	1,548	15	3	9	337½	27,468
	16/21 -	1,891	20	3	9	450	
	Russia, 6/16 -	1,897	15	3	11	412⅛	165,772
	16/21 -	13,635	20	3	11	550	
	21/45 -	6	38	3	12	1,140	
	Prussia, 6/16 -	1,314	15	3	12	450	44,149
	16/21 -	2,043	20	3	11	550	
	21/45 -	432	38	3	12	1,140	
	Total European, C.	27,453	-	-	-	Loads	270,014
	Nth Amn Colonies:						
	6/16 ft.	18,694	12⅛	2¾	9¾	272⅛	101,742
	16/21 -	837	18	2¾	10	412½	6,905
	21/45 -	31	21½	2¾	10	492⅔	309
	Total Colonial -	19,562	-	-	-	Loads	108,956

SUMMARY of the above Statement.

YEARS.	European Deals.	Colonial Deals.	Total Importation.	Proportions.	
				Baltic.	Colonial.
	Loads.	Loads.	Loads.	Per Cent.	Per Cent.
1807	214,585	7,236	221,821	97	3
1819	168,408	47,979	216,387	78	22
1834	270,014	108,956	378,970	71	29

In 1819, which is the last year that can be taken before the duties were altered, because the inquiry by the Committee of the Lords in 1820 quite deranged the trade; and in the last year, 1834. In 1807 the European deals were equal to 214,585 loads, the Colonial to 7,236; the proportions being 97 per cent. Baltic and 3 per cent. Colonial. In 1819 there were 168,408 loads of European deals and 47,979 loads of Colonial deals; the proportions 78 per cent. Baltic and 22 per cent. Colonial. In 1834 there were 270,014 loads of European and 108,956 Colonial;

Colonial; the proportions being 71 per cent. Baltic and 29 per cent. Colonial. But in comparing the importations from the north of Europe and from the Colonies, even this will not give a correct statement; and from the imperfect nature of the returns, and those for 1834 not being published, I am unable to make one up completely, but I think I can give an estimate that shall approximate to the truth. The square timber imported in the United Kingdom in 1833 was 104,916 loads foreign and 416,830 loads Colonial; and the battens in the same period were equal to about 49,465 loads foreign and 4,109 loads Colonial; and these quantities, added to the deals, as before stated, will give a total of 424,395 loads foreign and 529,895 loads Colonial. Then there are balks, ufers and fire-wood, which do not appear in Porter's Tables at all, but which, being imported at very low duties, in proportion to their cubical contents, do in fact come in very large quantities from Norway. I have no means of ascertaining their measurement; but if that were ascertained, and the amount added to the preceding total of foreign wood, I have no doubt that it would bring the proportions nearly equal.

4004. So that, instead of, as is usually supposed, the quantity of Baltic timber and deals being in a great degree excluded from the British market by the present rate of duties, we do, in fact, take nearly one moiety of the consumption of this country from those countries?—We do; the balance is a little on the side of the Colonies, but it is very little.

4005. Will your calculation be affected by the circuitous voyage?—The circuitous voyage will affect my calculation to a certain extent; for so much as was imported in that way must be deducted from the Colonial timber, and added to the foreign. It stands on the official returns as Colonial timber. The quantity so brought in 1833 being equal to 8,000 loads, would make the figures before given 432,000 loads foreign, and 521,000 loads Colonial.

4006. But in the estimate as corrected by you, does there show itself a greater absolute quantity of produce from the north of Europe imported into this country than was imported previously to 1809, when the American importations had an impetus given to them?—The quantity of deals has increased, but I do not remember the quantity of timber; I should think the two together would be found pretty nearly equal.

4007. What is your opinion of the expediency of taking the duty on deals by their cubical contents?—As to the practicability of so doing, I have an interesting document in my hand, which is a return of the cargo of the ship Prince George, of 450 tons' register, that came last year from America. It contains deals of every length, from four feet up to 32 feet, and of every width, from five inches to 22 inches. There are upwards of 1,000 different sorts, which take seven sheets of paper, very closely written, to give such an account of them as the cubical contents could be ascertained from. They were landed in the Commercial Docks, where it occupied a fortnight to ascertain it, at their ease, on the shore; and it would, I should apprehend, be quite impracticable for such an account to be taken on board barges. The account taken by the Customs, under the present rate of duty, is comprised in nine lines on the last page.—[*The Witness hands in the document.*]—Supposing the cubical plan to be adopted for ships on the River, it would certainly leave the revenue open to great fraud. The tidewaiters, who are in charge of the ships, are men at the lowest rate of remuneration; and unless a superior officer was by to see every deal measured as it came out of the ship, there would be no security that the inferior officer might not be bribed to pass a less measurement. Under the present system it is managed in this way: the duty being defined by whether the deals are above or below 16 feet in length, that is easily ascertained by a staff, and the deals of the several lengths are placed separately in the craft; the superior officer, the boat officer of the Customs, comes to the barge, counts the deals as they are in pile, and signs the tidewaiter's book before the craft can be removed from the ship. If there were to be a superior officer to remain on board every ship to measure the deals, the expense would be enormous; and on that ground, as to fraud and expense, even independently of what I should call the impracticability of doing it in craft at all, it seems impossible that that system should be adopted.

4008. Would it cause detention to the ships?—It would, to a serious extent. After the ship I have alluded to was wholly discharged, it took the dock officers 14 days to make up the account.

4009. Could you average the specific gravity of the wood, so as to come at the contents of the cargo by weight?—No; the next question would be, how you would weigh it.

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4010. In your opinion, such a change would cause considerable detention, and require an additional expense to the revenue in taking the accounts, and supervising those by whom the details were conducted?—Yes, either an additional expense, or a very great opening to fraud on the revenue, either one or the other.

4011. Would it have any other effect on the nature of the importations themselves, as relates to the lengths of deals that are produced by different countries?—That goes to the policy of the measure. It appears to me, the only effect of measuring deals by the cubical contents would be to throw the trade, in the first instance, entirely into the hands of the Norwegians, to the extent of their means of supply, to give them a monopoly of the trade; but I apprehend the practical result would be, that the Norwegians would raise their prices, so as to meet the expense at which more distant countries could supply the article. In illustration of this view, I have taken here the prices of red-wood deals, as shipped at Memel for the last five years, which gives an average of 6 *l.* 14 *s.* 2 *d.* per Petersburgh standard hundred.

[*The Witness delivered in the following Paper:*]

Shipping Prices of Best Red-wood Deals, per *Petersburgh* Standard Hundred.

—	At Memel.	At Archangel.
	£. s. d.	£. s. d.
1831 - - - -	6 6 –	4 16 6
1832 - - - -	7 – –	5 – –
1833 - - - -	6 15 –	5 5 –
1834 - - - -	7 – –	5 5 –
1835 - - - -	6 10 –	5 2 6
	33 11 –	25 9 –
Average - -	6 14 2	5 1 10
Average Freights - -	2 14 –	4 5 –
£.	9 8 2	9 6 10

And exactly the same article shipped at Archangel, which sells in this market for precisely the same money, and is there supplied at 5 *l.* 1 *s.* 10 *d.*; showing that the Memel shipper gets 1 *l.* 12 *s.* 4 *d.*, per Petersburgh standard hundred more than the Archangel shipper, though in this market the deals are exactly of the same value. I account for it in this way: the average freight from Memel is 2 *l.* 14 *s.*, and from Archangel it is 4 *l.* 5 *s.*; consequently, the average shipping price and the average freight added together will give, for the Memel, 9 *l.* 8 *s.* 2 *d.*, and for the Archangel 9 *l.* 6 *s.* 10 *d.*, bringing them within a very near fraction of each other; and as these articles pay nearly the same duty, the only difference in the shipping price arises from the greater length of the voyage, and the greater expense of the freight; therefore, if the Norwegian deals, which being shorter, now pay a higher rate of duty for the cubical contents, should come in at the same rate of duty as the Archangel deals, the result must be, either that you exclude the Archangel deals entirely from the trade, or that the Norwegian adds to his shipping price all the difference between the freight from Norway and from Archangel.

4012. You consider then that the effect of the present arrangement of the duties is to countervail the disadvantage of the greater distance by a proportionate advantage in the imposition of the duty?—Yes; the duty being smaller, according to the cubical contents, on those deals that have to come the greatest distance.

4013. Which difference could not be made in a direct form consistently with the political relations of the various countries to the north of Europe?—They clearly could not.

4014. Are the Committee to understand, that in your opinion, if the duties were taken according to the cubical contents, either the price of the Norwegian deals would rise if the importation of the Archangel deals continued, or that the importation of Archangel deals must cease?—Yes, that is the alternative; but it will be seen that the Norwegian deals in either case would rise, for they would have a monopoly, and consequently a monopoly price, if the other importations ceased. The effect of the present arrangement of the duties appears to me to be, that we buy at the different shipping ports at the lowest rate, by bringing the countries at different

different distances from us in competition with each other, by the difference of duty countervailing the difference of freight.

4015. Would it not also produce a very prejudicial effect on the British shipping, by the increased importation of deals from Norway, from whence importation is exclusively carried on in foreign shipping?—At present we bring one-third of the Prussian, and three-fourths of the Russian deals; if the trade from those countries were transferred to the hands of the Norwegians, from whence we do not bring any, we should lose the whole of that employment for our shipping.

4016. Do you know the opinion of the Russian and Prussian merchants as to such an alteration?—I have conversed with several recently, and their opinion is that it would be decidedly injurious to their interests; and I know their opinion is further, that it would be much more to their advantage that the whole duties should remain as at present, than that the suggested alteration in deals should be made; that is, that though they would gain by an alteration of the timber duty, by increasing it on the Colonial, or decreasing it on the foreign square timber, they would lose more by being shut out of the deal trade, which they apprehend would be the result of such an alteration as is contemplated in the question.

4017. Have you any doubt on the whole, that if a large proportion of the present carrying trade between the Colonies and this country was transferred to the north of Europe, that the inevitable result would be a very considerable loss in the amount of British tonnage to the nation?—Very considerable; I have stated it to be in the proportion of seven-eighths.

4018. Do you consider it probable, from your experience, for the reasons you have stated, that the British shipowner, who would be driven from the trade he now engages in between the Colony and the mother-country, could successfully or at all compete with the foreign shipowner trading from the north of Europe to this country?—It is impossible, I think, that the competition can continue between the British and European countries in that trade; the statement I have given proves it, by showing the tremendous falling off in the employment of British tonnage already.

4019. Have you any means of forming an opinion as to the probable effect upon the price of timber in the north of Europe, supposing the demand in this country for timber from that quarter was increased one-half beyond the present amount?—I have no information as to the capability of those countries to supply the extra demand; as a matter of mercantile dealing I should conclude that an increased demand, to the extent of one-half, would necessarily increase the price.

4020. Have you any means of forming an opinion as to the probable effect of such an increased demand of timber, and the facility of obtaining wood near the place of embarkation?—The greater the quantity required, necessarily the greater distance they would have to go for it, and the expense would be increased.

4021. Have you heard, or do you know, that difficulties have already been felt in some of the shipping places as to the supply of timber?—It has been very much the case last year as to the supply of timber in Prussia.

4022. Then are the Committee to infer, that the consequence of a transfer of one-half the present Colonial timber trade to the north of Europe would necessarily be in the first place to displace a very large amount of British shipping, and in the next place, to increase, to some extent at least, the cost of the timber on the shores of the Baltic, and in the third place, to increase the difficulty in some instances of obtaining it?—All those results, in my opinion, are likely to follow from such a transfer.

4023. And, therefore, is it your opinion, that whatever advantage might be contemplated merely from the difference in duty must be taken into consideration with reference, in a national point of view, to the disadvantages to which you have just now alluded?—Yes.

4024. Are you at all conversant with the effect of the timber trade on Canada and New Brunswick, especially in affording the Colonists resident there the means of obtaining and paying for the manufactured articles sent from this country?—As regards New Brunswick, I apprehend it is almost the only return they can make for our manufactures, and a principal one as regards Canada.

4025. Do you not believe that the consequence of any material loss of the timber trade to those Colonies would be to lessen the amount of manufactured goods sent from this country to those Colonies?—It must necessarily do so.

4026. What is your opinion as to the probability of that loss being compensated by there being a change in the timber duties, and any additional amount of exports of manufactured goods to the foreign states, from which we should take an addi-

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tional supply of timber?—I have a statement here which shows we are losing the supply of manufactured goods almost entirely to the northern countries. I have taken particularly the quantity of cotton and woollen manufactures sent to Sweden, Norway, Denmark and Prussia in the years 1820 and 1833.

4027. Will you state this?—[*The Witness reads and delivers in the following Document:*]

REAL VALUE of Cotton and Woollen Manufactures exported in 1820 and 1833, and of British and Irish Produce and Manufactures of all sorts exported in 1833, to North of Europe and North American Colonies.

COUNTRIES.	Cottons, 1820.			Cottons, 1833.			Woollen Manufactures.		TOTAL of British and Irish Produce and Manufactures, 1833.
	Manufactures.	Twist.	Total.	Manufactures.	Twist.	Total.	1820.	1833.	
	£.	£.	£.	£.	£.	£.	£.	£.	£.
Sweden - - -	3	17,978	17,981	1,620	31,711	33,331	51	5,212	59,549
Norway - - -	21,179	164	21,343	15,063	2,893	17,956	9,159	12,321	55,038
Denmark - - -	27,191	7,103	34,294	6,832	1,092	7,924	5,227	2,033	99,951
Prussia - - -	205,554	7,468	213,022	6	1,692	1,698	12,323	150	144,179
Total -	253,927	32,713	286,640	23,521	37,388	60,909	26,760	19,716	358,717
N^th^ American Colonies	176,884	1,322	178,206	368,457	9,915	378,372	238,019	376,877	2,092,550

(Extracted from Porter's Tables, Part 3.)

This statement shows that Prussia has entirely ceased to take any of our cottons and woollens, and that her entire import of British and Irish produce and manufactures is now far less than the cottons alone were in 1820.

4028. Do you believe that this very limited trade in the export of manufactured articles to countries with so large a population as those of Prussia, Denmark, Norway and Sweden, that that limitation is the effect of any limitation, on our part, of the quantity of produce taken from them, or that it is the result of the tariff of those countries which renders it unprofitable for us to export, or for them to import, articles of that description into those countries?—The tariff is no doubt the cause as regards Prussia, and I am able to give some information respecting it. The exportation of cotton and woollen manufactures to Prussia fell off rapidly from 1820 to 1826; at which period, being about the time that our duties were altered in favour of her timber, I suppose there was a new tariff instituted, to the disadvantage of our manufactures. But in 1827 I had the tariff then existing in my possession, and I found the way in which the duty is levied on cotton manufactures is calculated to shut out those most likely to be consumed by the population of Prussia; it is at the rate of 7 *l.* 10 *s.* per 110 lbs., which, though not a very heavy duty on fine articles, I found, on investigation, to be prohibitory on plain cloths. I weighed calicoes, and by ascertaining the price, I ascertained that the duty was equal to 139½ per cent. I did the same with regard to woollen manufactures, such as I understood were formerly shipped to Prussia, and the duty on them, at 4 *l.* 10 *s.*, per 110 lbs. amounted to 79 per cent. This was the case in 1827; and it is pretty well known that the recent fiscal regulations of Prussia, in which nearly all the German states have joined, have not been more liberal towards British manufactures.

4029. Do you believe that in the event of our importations from those countries being very considerably increased by an alteration of the duties on their produce, that without a change of duties in those countries on the British manufactured articles, the exports from this country of manufactures would be at all increased?—I think not.

4030. You do believe that the mere circumstance of our increasing our imports from those states, without its being accompanied by a concession on their parts on the present scale of duties on manufactured articles, would have the effect of promoting an increased amount of export of our manufactures at all?—No, I do not.

4031. Does not, in point of fact, the commerce carried on between the various states depend altogether upon the prospect of benefit and the advantage from the voyage which individuals, on the calculation of the cost on freight and charges, together with the duties payable, are induced to undertake?—Yes, clearly.

4032. Do

4032. Do you know of your own knowledge if there has been an increase in the manufacture of cotton and woollen articles in the Prussian towns, especially within the last 15 years?—Within the present month I have seen samples which have been offered for sale in the market of cotton manufactures which are foreign certainly, and which are stated to be from Berlin. The agent for their sale says he can sell at 45 per cent. cheaper than British articles of the same quality can be got for. How far that is true I cannot tell; but, in point of fact, I am told by merchants that some have this year been shipped out of bond to our own Colonies; I allude to cotton stockings of German or Prussian manufacture.

4033. In extent and quality you consider the Prussians, in respect of cotton goods, have improved within the last 15 years?—Yes.

4034. Do you know anything of the quality of the yellow pine timber?—I have one instance within my knowledge which shows it is of better quality than it generally has credit for. There is in the Commercial Docks, of which I am a director, a warehouse which was built in 1820 entirely of yellow pine, with the exception of the flooring and doors. The foundation is of brick, about 12 inches high, and on that are placed the yellow pine boards, feather-edged all the way up; and the uprights, quarterings, joists and rafters, are all of yellow pine timber. I examined it minutely on Wednesday last; I expected the boards next the bricks would have been decayed, but I found only one small spot where there was the slightest appearance of decay. I tried with a sharp penknife all round the building, and neither in the uprights nor in the boards did I find any other symptom of decay; and as to the appearance of the wood, it was the most beautiful possible, for it had neither rent nor was it shrunk in any way; so that the boards appeared to be exactly in the state in which they were put up 15 years ago.

4035. Are staves imported from New Brunswick?—A small quantity of ash staves to make dry hogsheads; that is the only article of staves from New Brunswick.

4036. Are they produced by agriculturists in their farms, do you know?—Yes; that is the case with both staves and hard wood timber. I had an opportunity in the winter of 1826–27, while travelling from Canada to New Brunswick through the woods, and coming down the River St. John, of observing on the farms close on the borders of the river, that the farmers and their labourers were at work in squaring hard wood, which they had cut on their own farms, and which they bring down to the shipping port at the opening of the river in the spring.

4037. Are there large quantities of staves imported from Canada?—Yes, there are considerable quantities of staves from that Colony.

4038. Would any material diminution in the exportation of timber from Canada seriously affect the price of the Canada staves?—Yes, in a double degree; for in the first place they would not be able to bring them from the interior without pine timber for them to float upon; and the building of barges would increase the expense very much; and they would be subject to four-fold the present rate of freight if they were brought from Canada in cargoes, instead of coming as broken stowage with timber.

4039. And it would have an effect on the timber itself in that country, so as to increase the price of bringing down great timber, if you diminish the quantity of import?—Yes, alluding to masts especially; if they had to be cut by themselves, the expense would be greatly increased. With the permission of the Committee I will put in a paper,

[*The Witness delivered in the following Paper:*]

120 Colonial deals, paying 2*l.* duty, contain 272⅛ cubic feet.

120 Norway deals, paying 19*l.* duty, contain 337½ feet.

The Colonial pay therefore between one-seventh and one-eighth of the Norway duty on the same quantity of wood.

120 Archangel deals, paying 22*l.* duty, contain 550 feet.

The Colonial pay therefore between one-fifth and one-sixth of the Archangel duty on the same quantity of wood.

The load of timber from the Colonies pays 10*s.*, and from Europe 55*s.*

The Colonial pays, therefore, between one-fifth and one-sixth of the European duty on the same quantity of wood.

to show the proportion the duty on Colonial deals bears to the European, which is a subject much exaggerated, the Colonial deals being so much smaller. It is generally supposed that the duty is as two is to 19; but by the statement which I have made, the Colonial deals, instead of paying two nineteenths, pay between

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one-seventh and one-eighth, two fifteenths in proportion to the deals from Norway, but in proportion to the deals from Archangel they pay little less than one-fifth.

4040. If it should be the policy of the Legislature to maintain a discriminating duty between Colonial and foreign timber, might not this indirect trade be altogether prevented by an alteration of the law requiring a certificate of origin?—It would be merely restoring the law to the state in which it was before the Act 10 Geo. 4 was passed, by which the circuitous voyage has been permitted.

4041. At which time this indirect importation had no existence?—No, certainly not.

Mr. *Robert Anderson* and Mr. *Henry Metcalfe*, called in; and Examined.

Mr. *R. Anderson* and Mr. *H. Metcalfe.*

4042. TO Mr. *Metcalfe.*]—What are you?—A shipowner at present. I have hitherto had a rope manufactory in addition to it.

4043. At North Shields?—Yes.

4044. To Mr. *Anderson.*]—What are you; a shipowner and shipbroker at South Shields?—Yes.

4045. How long have you been engaged with shipping?—Ever since I was 12 years old.

4046. Are you, as a shipowner, an importer of timber?—Yes; I am a commission merchant and importer of timber.

4047. From what part?—Principally from America; chiefly from Canada and New Brunswick.

4048. Have you occasional dealings in the Baltic?—Very little; I have had some.

4049. Have you ever been in America yourself?—Yes, frequently.

4050. Can you state what proportion of the shipping of the Tyne is employed in the British North American trade?—Rather more than one-third of the tonnage; it may be stated fairly at that, but the tonnage is rather more. [*The Witness refers to a Paper.*] The number of vessels belonging to the port of Newcastle that are employed in the North American timber trade is 242, of 71,045 tons, and navigated by about 3,300 seamen; it is rather more than one-third of the tonnage of the port, but not quite one-third of the number of the vessels, for they are the largest class of vessels.

4051. Then the average is about 300 tons?—Yes.

4052. Does that form a great proportion of the tonnage of the Tyne that is engaged in foreign trade?—A very large proportion.

4053. Almost all the residue of the tonnage is engaged in the coasting trade, is it not?—Yes, nearly all; I cannot speak very accurately as to that. I think it would be more than three-fourths of that part of the tonnage of the Tyne that is engaged in the foreign trade.

4054. How are the present rates of freight?—Where?

4055. From the lower ports and of Quebec; state the difference?—The rate of freight to the Tyne is 37 *s.* from Quebec; it was 37 *s.* in the spring of this year.

4056. And to Liverpool, or other ports?—The rates of freight in the spring were 38 *s.*; they are now 40 *s.*

4057. Those are the Quebec freights?—Yes, these are the rates of Quebec freights from the Lower Provinces in America to the Tyne; the freights were 33 *s.* to 33 *s.* 6 *d.* in the spring. I have not heard of any vessel being chartered to the Tyne lately.

4058. Is that such a rate of freight as that the shipowners could afford to carry timber, if they were to make a deduction of 5 *s.* a load out of it?—The shipowner cannot afford to carry the timber at the present rates; it seems a contradiction, because he does carry it.

4059. Explain that?—He is making no profit; he is laying nothing by to repair his vessel; if she goes well, and makes a quick voyage, he has a little trifle left; if she makes a voyage at all beyond the average length, or if there happens the slightest accident, he suffers a loss.—(Mr. *Metcalfe.*) I am perfectly of Mr. Anderson's opinion; the present rate of 40 *s.* is totally inadequate. As I have carried on the business of a rope manufactory, I was obliged, from necessity, in not receiving our bills, to give it up; therefore I do presume, from these circumstances, together with my own experience, for I myself have now three or four ships less in the American timber trade than I hitherto had, I have lost some and sold others, and have not replaced them.

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4060. To Mr. *Anderson.*]—If there were any imposition of duty on the Canada timber trade, so far as the shipowners are concerned, that must create a higher rate of price to the consumer, and the shipowner could not carry it for less?—Certainly not; I am convinced of that.

4061. Are you aware that, on the last imposition of the 10 *s.* duty on the American timber, that the freights declined, and have fallen, from that time, to the extent of that amount of duty?—I am quite aware that, when the amount of 10 *s.* was laid on the American timber in 1820 and 1821, the freights fell 10 *s.* in consequence. There was a clear deduction of 10 *s.* freight, both from Quebec and the lower ports at that time. I have ascertained the fact from reference to a number of ships' books.

4062. But no such fall could now take place?—It could not.

4063. Has there been an increase of import since 1821; you say it fell 10 *s.* a ton; has there, up to this time, been an increase of import of timber from North America?—I believe there has been an increase.

4064. At the port of Newcastle?—I should think not an increase in that port, where there is very little demand for timber, and the consumption is not great. I cannot speak to the fact of whether there has been an increase there or not; but there has been an increase in the country generally since 1821 certainly, to supply the increased consumption.

4065. To Mr. *Metcalfe.*]—But suppose there were such an alteration of duty as to change the balance of the importation from the Colonial ports to the European ports, what proportion of the carrying trade do you think the shipowners of England would be able to retain?—Just as much as the foreigner could not carry; they have not got vessels at present to carry the whole of what we would require; we only get what they cannot carry.

4066. If they get the tonnage to carry the imports from the Baltic, not a single vessel would be employed to carry it, you think?—Not one.

4067. Would they produce the tonnage if they have it not?—Give them time, and they would do it; they carry on a profitable trade while we carry on a losing one; give them time, and they will produce it.

4068. Have you made inquiries with a view of showing what is the cause why a foreign ship will carry out a freight with a profit, which would create a loss to the English owner?—(By Mr. *Anderson.*) The prominent cause is, that their provisions and wages are much cheaper, and consequently, they are navigated at a cheaper rate.

4069. Have you inquired into what are the extra expenses, as borne by the English shipowner, in provisions and wages?—Yes, I have; and I made a statement of it as correct as I could possibly make it, though I do not know that it exhibits a very accurate average ratio of the expense; for many of the foreign vessels I had access to were small vessels, navigated at a higher rate of expense; and thus the difference does not appear so great as it would if I had had access to vessels of a larger tonnage, because vessels of larger tonnage are navigated at comparatively less expense than smaller ones.

[*The Witness delivered in the following Paper:*]

A Comparative Statement, showing the relative Numbers of Men and Expense of Wages and Provisions on board of British and Foreign Vessels.

BRITISH.

NAMES.	Tons.	Men.
Providence	275	12
Hermes	268	11
Adventure	273	12
Fifeshire	252	11
Martha	183	9
Wellington	344	15
	1,595	70

Proportion, 1 man to 22 ½ tons.
Average tonnage, 265.

British—*continued.*

Wages per Month.

Adventure, 273 Tons, 12 Men:	£.	*s.*	*d.*
1 master	9	–	–
1 mate and carpenter	9	10	–
Cook and second mate	6	10	–
4 seamen	12	–	–
3 boys at 15/	2	5	–
	39	5	–
Provisions, at 1/ per day, for 12 persons per month of 30 days	18	–	–
£.	57	5	–

Being 4/2 per ton per month.

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BRITISH—*continued.*

Wages per Month.

Martha, 183 Tons, 9 Men:	£.	s.	d.
1 master	8	–	–
1 mate and carpenter	9	–	–
1 cook	3	5	–
2 seamen at 60/	6	–	–
3 boys at 15/	2	5	–
	28	10	–
Provisions, at 1/ per day for 9 persons per month of 30 days	13	10	–
£.	42	–	–

Being 4/7¾ per ton per month.

RUSSIAN.

NAMES.	Tons.	Men.
Ellida	126	8
Eolides	366	15
Fredin	222	9
Tarnan	168	10
	882	42

Proportion, 1 man to 21 tons.
Average tonnage, 220.

Wages per Month.

Delphine, 250 Tons, 13 Men:	£.	s.	d.
1 master	3	–	–
who has 5 per cent. on the freight, amounting to about	2	–	–
1 mate	1	17	6
1 carpenter	1	8	–
1 cook	–	10	–
8 seamen at 24/	9	12	–
1 boy at 4/6	–	4	6
	18	12	–
Provisions, at /4 per day for 13 persons per month of 30 days	6	10	–
£.	25	2	–

Being 2/ per ton per month.

DANISH.

NAMES.	Tons.	Men.
Louise	168	10
Elizabeth and Guiliame	73	5
Welfarht	71	4
Ingerman	74	5
	386	24

Proportion, 1 man to 16 tons.
Average tonnage, 96.

DANISH—*continued.*

Wages per Month.

Louise, 168 Tons, 10 Men:	£.	s.	d.
1 master	2	15	–
who has 5 per cent. on the freight, amounting to about	2	–	–
1 mate	1	15	–
1 carpenter	1	6	8
1 second mate	1	5	–
1 cook, 15/, 3 young men, at 15/	3	–	–
2 seamen	2	–	–
	14	1	8
Provisions, at /5 per day for 10 persons per month of 30 days	6	5	–
£.	20	6	8

Being 2/5 per ton per month.

The rate of victualling is fixed by a committee of aldermen, who are appointed by Government.

NORWEGIAN.

NAMES.	Tons.	Men.
Fortuna	82	6
Enigheden	194	10
	276	16

Proportion, 1 man to 17¼ tons.

Average tonnage, 138.

Wages per Month.

Arendah, 100 Tons, 6 Men:	£.	s.	d.
1 master	3	–	–
who has 5 per cent. on the freight, amounting to about	1	10	–
1 mate	2	10	–
1 cook and halfman	–	16	8
2 seamen at 23/4	2	6	8
1 boy	–	13	4
	10	16	8
Provisions, at /4 per day for 6 persons per month of 30 days	3	–	–
£.	13	16	8

Being 2/9 per ton per month.

Victualling regulated by Government.

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PRUSSIAN.

NAMES.	Tons.	Men.
Orpheus	131	6
Landwher	137	7
Henrietta	201	9
Swinemunde	274	9
Cathrina	140	6
Schodn	141	8
Augusta and Charlotte	158	6
£.	1,182	51

Proportion, 1 man to 23 1/6 tons.
Average tonnage, 169.

Wages per Month.

Henrietta, 201 Tons, 9 Men:	£.	s.	d.
1 master	3	–	–
who has 5 per cent. on the freight, amounting to about	2	–	–
1 mate	2	10	–
1 carpenter	1	6	8
1 cook and halfman	1	–	–
3 seamen at 30/	4	10	–
1 halfman, 15/, 1 boy, 10/	1	5	–
	15	11	8
Provisions, /6 per day for 9 persons per month of 30 days	6	15	–
£.	22	6	8

Being 2/2 per ton per month.
The rate of victualling is fixed by a committee of aldermen appointed by the King.

SWEDISH.

NAMES.	Tons.	Men.
Alliance	103	7
Enigheten	158	9
Privat Banken	97	7
£.	358	23

Proportion, 1 man to 15 1/2 tons.

Average tonnage, 119.

Wages per Month.

The accompanying Paper will show the mode of victualling seamen on board Swedish vessels, and the wages are the same as the Norwegian.

(Translation.)

REGULATIONS for Victualling Crews of all Merchant Vessels.—For each Man.

Monday.
For breakfast: 3/4 qr. of ground corn.
For dinner and supper: 1 1/2 qr. of peas, 1 lb. of beef.

Tuesday.
For breakfast: 3/4 qr. of ground corn.
For dinner and supper: 1 1/2 qr. of peas, 1/2 lb. of cod fish.

Wednesday.
For breakfast: 3/4 qr. of ground corn.
For dinner and supper: 1 1/2 qr. of peas, 1 lb. beef.

Thursday.
For breakfast: 3/4 qr. of ground corn.
For dinner and supper: 1 1/2 qr. of peas, 1/2 lb, pork or cod fish.

Friday.
For breakfast: 3/4 qr. ground corn.
For dinner and supper: 1 1/2 qrs. of peas, 1/2 lb. stock fish or cod fish.

Saturday.
For breakfast: 3/4 qr. ground corn.
For dinner and supper: 1 1/2 qr. of peas, 1 lb. beef.

Sunday.
For breakfast: 3/4 qr. ground corn.
For dinner and supper: 1 1/2 qr. of peas, 1 lb. beef.

If in harbour, give fresh instead of salt beef, and greens, if in season; and three days in the week, herrings in addition, if they can be got reasonable; this is left to the option of the captain.

The crew is entitled to a little brandy in rough weather, if the captain thinks it necessary.

If the captain runs short of beer, and is near a port, he shall then procure wine, and give to every man, on a beef day, 1/2 qr. of wine.

Thus every man gets per week: 5 1/2 qrs. ground corn, 10 1/2 qrs. peas, 3 lbs. salt or fresh beef, 2 lbs. cod fish or pork, 1 lb. butter or 1 quarter of oil and 1/2 qr. vinegar, 5 lbs. bread, 2 1/2 gall. beer, as long as the barrel will last.

Should any captain find these rations not sufficient for the maintenance of his men, he may add to it at his discretion; but of this additional supply he is to keep a proper journal, which must be duly attested before the captain can recover the charge.

Stockholm, 4 April 1759. (By order,) *Carl H. von Ackern.*

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4070. It appears by that statement, that Swedish and Norwegian vessels have fewer men than we have?—It is entirely on account of the circumstance I mentioned; they are smaller vessels; the vessels of Sweden and Norway that trade to the Tyne are small vessels, and they are not the average tonnage of the other vessels. In the table it states what the wages and provisions cost; the Danish cost 2 *s.* 5 *d.* per ton per month, and the rate of victualling is fixed by a committee appointed by the Danish government. The Norwegian costs 2 *s.* 9 *d.*; but this is a very small vessel, of 100 tons, with six men; it is not a fair average of tonnage, which would give a lower rate. I only give what I had access to. Prussian vessels cost in wages and provisions 2 *s.* 2 *d.* per ton per month, and the rate of victualling is fixed by aldermen, appointed by government. The Swedish rate of wages I have not; but I have a document which shows how they are victualled, and from the statement, the rate of victualling must be much the same as the Russian. This is a document issued by the Swedish government, now in force; the captain of the ship who gave it to me sails occasionally under Swedish colours; I put in a translation of it; it is dated 1759; he said it was still of use in the Swedish vessels.—*Vide* p. 281.

4071. Can you give the Committee the same statement with respect to the English?—It is 4 *s.* 7 *d.* per ton per month.

4072. Nearly double the victualling and wages?—Yes.

4073. Does that chiefly arise from the different cost of the articles of consumption, or from the better and higher quality and greater quantity of the provisions consumed on the part of the British?—From both; it arises from their consuming coarser and cheaper food; food is cheaper in the Baltic countries, and that used on board their vessels is of a much coarser description.

4074. As far as cheapness is concerned, could not the British ship trading to the Baltic avail herself of the advantage of the cheaper rate at which provisions are to be procured there, by only victualling for the outward passage, and then laying in provisions at a cheaper rate?—There is great difficulty in doing that; if a ship is in the Baltic port late in the season, it may happen then; but in the summer months it is difficult to bring provisions away; the weather being hot, they cannot cure it, they run the risk of a quantity being spoiled. If a vessel is coming from the Baltic late in the year, they generally bring a cask or two extra. But the quantity consumed in British ships is more than in foreign vessels.

4075. Having recourse to that expedient, would it not, in your opinion, materially tend to place in that respect the British shipowner on the same footing as the foreigner?—It could not be carried to any extent that would have that effect.

4076. Supposing you could victual your vessels with provisions at the Baltic; is there that difference in the nature and quality of the articles, and the quantity consumed, between the victualling of a Baltic and an English ship that would make the English preponderate in the cost?—It would still preponderate, for the English crews consume more of the expensive articles; a great proportion of the victualling of foreign vessels is vegetable food, which is cheaper; while a great proportion of the English is animal food, which is the dearest even there, in the Baltic ports; but we could not alter the wages, which constitute the principal part of the difference of expense.

4077. What species of wood do you generally import from British North America?—All kinds that are imported; oak and elm, and yellow and red pine, from Canada, and deals; and from the lower ports of America, principally yellow pine timber.

4078. For what purpose do you find yellow pine chiefly useful as to ship-building?—It is chiefly used in ship-building for ships' decks, and for sheathing, cabin work and bulk heads, and also for masts.

4079. Would you state to the Committee what your experience has been of the value of that wood, the durability, the suitableness of it?—I consider it is very useful for shipping, and particularly for decks, and put in two statements to show its durability.

[*The Witness handed in the following Papers:*]

Amity, of South Shields, 219 tons, built at South Shields in 1811.

The lower masts, Quebec yellow pine.

The mainmast was in 16 years, and was then taken out, in consequence of an injury received from a vessel getting foul of her.

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The foremast was in 19 years, and was taken out from being decayed under the rigging; the other parts of the mast were quite sound, and it was cut up to make joists for a new house.

The decks were laid with yellow pine deals 2 ½ inches thick, and have been laid for 24 years. About four years ago they were examined in dock, partly shifted next the waterways; the remainder of the deck, being the greater part, remains to this day quite sound.

South Shields, 21 July 1835. *Robert Anderson.*

Relative Durability of Baltic Red Wood and Quebec Yellow Pine Masts.

The Snow, Joseph Anderson, was built in Sunderland in the summer of 1824; her lower masts are Quebec yellow pine; they were examined last winter and both lifted, and found perfectly good, and are now in the ship.

The Snow, Robert Scurfield, was built in Sunderland in spring of 1826; her lower masts are of Quebec yellow pine; they have been recently examined, and shortened a foot each, being thought too long; were perfectly sound, and remain still in the vessel, now on a voyage to South America.

The Snow, Blagdon, was built in Sunderland in the spring of 1826; her lower masts were of Baltic red wood; in the spring of 1833 they were examined at Leith, found much decayed and condemned; the vessel was lost on the next voyage, the masts having been replaced with Quebec yellow pine.

South Shields, 20 July 1835. *Alexander Thompson.*
Robert Anderson.

(Mr. *Metcalfe.*) In 1811 a ship of ours got damaged in the London River; we had a yellow pine deck laid down, and she had that when she was lost, in 1830; her name was the Isabella and Dorothy.

4080. Was the deck in a sound state?—Yes.

4081. Have you had experience of the applicability of yellow pine for the purpose of ships' decks.—(By Mr. *Metcalfe.*) It is preferred decidedly in Liverpool to any other wood; I have known in Liverpool that they have pulled up the Baltic deck and put down the yellow pine, the Baltic not being able to bear the sun, and causing the vessel to leak and spoil the cargo.

4082. You employ yellow pine yourself?—Yes; I have built two ships lately, and they are both built with yellow pine decks, though I had the option of Baltic deals at the same price in the contract; but I would not have it. The decks were actually cut out of Baltic timber, and I would not take them when I saw them.

4083. What effect would the alteration of the duty diminishing to the amount of 15*s.* a load on Baltic timber, or in addition to any given extent of 10*s.* on Colonial timber, have on the shipping, of the English shipping employed in the carrying of wood?—(By Mr. *Metcalfe.*) I think it would have the same effect that the 10*s.* duty in the year 1821 has had on the rate of freight; that is, the freight was then, in 1821, 50*s.*, it is now 40*s.*: every farthing of additional duty has come out of the pocket of the shipowner. It would also have the effect that has been produced by some tables that I have got out of Porter's, from which I will make some extracts. We had 100 British ships in our ports from Sweden in 1820; in the year 1833 we had only 60. The tonnage of Sweden in British ports in 1833 is 29,454, while on the British ships it is only 10,000. The number of Swedish ships in the ports of England amounted to 13,483 tons in the year 1820. The Swedish ships in the English ports now amount to 29,000; therefore there is an increase of double. The number of Norway ships frequenting the British ports in 1820 was 352, measuring 57,118 tons; and in the year 1833 they had increased to an enormous sum; they were 660, measuring 98,931 tons. In the year 1820 Denmark sent 169, measuring 12,879 tons; and in the year 1833, after the reciprocity had lasted 10 years, she sent 38,620 tons of shipping. Prussia had only 300 ships in the English ports in 1820, making 60,450 tons; in 1833 she had 534 ships, measuring 108,753 tons. That shows the effect of the alteration in the timber duties, together with the reciprocity law.

4084. Why do you take the year 1820; why do not you take an average?—The average is much the same. I will deliver in the statement.

[*The Witness delivered in the following Paper:*]

Mr. *R. Anderson* and Mr. *H. Metcalfe.*

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STATEMENT of the Tonnage employed with the Northern Powers of Europe, for Three Years before the Reciprocity of Treaties were passed.

	BRITISH.			FOREIGN.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.
1820:						
Russia	1,255	209,801	10,381	80	19,269	1,000
Sweden	100	17,264	827	82	13,483	817
Norway	172	13,901	1,253	352	57,118	3,096
Denmark	119	13,068	680	169	12,879	715
Prussia	526	87,451	4,196	300	60,450	2,666
1821:						
Russia	870	148,417	7,431	45	11,118	576
Sweden	131	23,005	1,075	58	8,508	603
Norway	178	13,855	1,206	389	61,342	3,343
Denmark	52	5,312	277	46	3,969	230
Prussia	452	79,590	3,781	159	37,720	1,662
1822:						
Russia	1,208	219,919	10,656	66	16,363	862
Sweden	123	20,799	1,026	71	13,692	739
Norway	168	13,377	1,096	558	87,974	4,739
Denmark	57	7,096	355	46	3,910	246
Prussia	539	102,847	4,763	258	58,270	2,649

STATEMENT of the Tonnage employed with the Northern Powers of Europe, Seven Years after the Reciprocity Treaties were passed; viz. in 1831, 1832 and 1833.

	BRITISH.			FOREIGN.		
	Ships.	Tonnage.	Men.	Ships.	Tonnage.	Men.
1831:						
Russia	2,065	394,850	18,246	132	33,867	1,677
Sweden	84	11,450	616	195	38,689	1,896
Norway	52	4,518	306	754	114,865	6,145
Denmark	66	6,552	329	748	62,190	3,672
Prussia	487	83,908	3,873	701	142,532	6,082
1832:						
Russia	1,419	277,527	12,487	117	32,132	1,560
Sweden	59	8,335	432	150	25,755	1,318
Norway	42	3,798	226	549	82,155	4,429
Denmark	60	7,268	367	439	35,772	2,179
Prussia	401	62,079	2,922	428	89,187	3,823
1833:						
Russia	1,382	262,569	11,847	152	42,559	1,961
Sweden	60	10,009	484	165	29,454	1,473
Norway	64	5,901	360	660	98,931	5,445
Denmark	56	6,840	445	471	38,620	2,378
Prussia	254	41,735	1,956	534	108,753	4,754

4085. Now you say you judge of what the effect would be of anything on the duties at present from what the effect was in 1821; you say then that the freight was 50 *s.*, and that now it is 40 *s.*, and that the additional duty of 10 *s.* was put on, and that all that additional duty comes out of the pocket of the shipowner?—(By Mr. *Metcalfe.*) Gradually.

4086. Does it want as much to build a ship now as it did in 1820?—I do not know that there is very much difference. I think in the year 1817 I bought the hull of a vessel called the Tynemouth, for 7 *l.* 10 *s.* a ton; and in 1819 or 1820 I bought another, called the Mould, for 7 *l.* 10 *s.*; and I have paid lately 10 *l.*, within these few years.

4087. Do

4087. Do you mean to say it costs as much to build a ship now as it did in 1820; were they new ships?—Both off the stocks in the three instances. In 1817 I built a vessel with Mr. Burn, of Sunderland, of 201 tons; she cost me 1,500 *l.* the hull of her; in 1819 I built the Mould with Messrs. C. Young & Sons; I gave them 1,500 *l.* for her; and last year I bought one that cost me 10 *l.*

4088. Where was she built?—At Sunderland. The one I first built, 1817, at Sunderland; in 1819, in the Tyne; and the one last year was built in Sunderland.

4089. Then, according to that statement, it would appear that the cost of vessels has risen 2 *l.* 15 *s.* a ton?—Perhaps, in order to explain it fully, I ought to state the ship I last built is of a superior description.

4090. You are aware that vessels are of that different description of quality that they do not afford a point of comparison. In your own knowledge of the subject, is the building of a ship at present as expensive as it was in 1819?—Just at that particular time; I think they were as cheap then as they are now.

4091. Has there been no reduction of duties on the articles used in the preparation of a ship since 1820?—Yes; there has been a reduction of the hemp duty.

4092. Is not hemp about half the price now it was in 1820?—I think the price in St. Petersburgh is about the same as it was in 1820.

4093. What is the price here?—The last price? I cannot speak with certainty; I think about 30 *l.* a ton.

4094. For what kind of hemp?—For Petersburgh clean hemp.

4095. What was it in 1829; was it not 50 *l.* a ton?—No, not above 40 *l.*

4096. There is a fall of 25 per cent.?—Yes.

4097. So that taking the price at 40 *l.*, if it were as low as that, there would be a fall of 25 *l.* per cent. on that; is not iron much cheaper?—But owing to chain cables, and there being so much chain about a vessel, they scarcely take a rope.

4098. Is not iron cheaper than it was in 1821?—Yes.

4099. From 25 to 40 per cent.?—No, I think not.

4100. Is it not 25 cent. cheaper?—I do not know that it is; I do not think that it is; I recollect in 1819 the iron was eight guineas a ton, and it is not much less now, if any.

4101. When was it you bought that ship; in 1820?—In 1819; the first year I bought that ship was when I went to Bristol; the price of iron was then eight guineas a ton.

4102. Can you give the price of iron cables?—According to the various manufacturers they are 18 *s.* and 17 *s.*, and some will do it as low as 16 *s.*

4103. Have you said what it was in 1819?—I think about 27 *s.* or 28 *s.*

4104. There is a fall, then, of about 30 per cent.?—Yes.

4105. Now, as to sailcloth; what has been the price in the fall of sailcloth since 1820?—I cannot recollect that; it is not considerable.

4106. Is not that 35 per cent.?—No; I bought sailcloth this year at 1 *s.* 6 *d.* a yard, and I have not paid much more than that since the war.

4107. To Mr. *Anderson.*]—Have you any document there?—Yes. In 1821 the price of made sails, No. 1, was 25 *d.*; at the present time it is 23 *d.*

4108. To Mr. *Metcalfe.*]—As the result of the whole, Mr. Metcalfe, you have stated, as to the price of the whole of the ships at respective periods, what was the relative cost of the equipment of a ship for sea at the period you have stated?—There is a diminution in the expense, but not to any considerable extent.

4109. What was the cost of fitting a new ship of 300 tons for sea in the year 1819, to which you have referred, and what now?—We always reckon 4 *l.* a ton for fitting out, in addition to the hull.

4110. Is the Committee to understand that in 1819 a vessel of the tonnage you have named would have cost 11 *l.* 10 *s.* per ton fit for sea; and what would a similar vessel cost at this moment?—A similar vessel would cost 30 *s.* a ton less to what they would at that time.

4111. The vessel which in 1819 would cost 11 *l.* 10 *s.* would cost 10 *l.* now?—Yes.

4112. The vessel you bought for 10 *l.* a ton last year was in real value about 4 *l.* a ton better than the other?—Yes; she was built with a poop and forecastle, and built of African teak, and had her lower decks laid with head and quarter galleries, &c.

4113. You have taken, you say, the difference in the cost of the vessel; it is now about 30 *s.* a ton from what it was in 1820, would not that account of itself

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for a considerable fall in freights?—I do not know that this has much to do with freights.

4114. Do you mean to say the freights are not regulated, (not from month to month, or from three months to three months, because they are regulated by supply and demand,) but are they not regulated by the cost of building and sailing the ship?—I wish they were, and then we should have much better freights than we have had.

4115. What, in your opinion, constitutes the element of freight?—The demand for the article that they carry; that the ships carry, without having any reference to what the ships cost of themselves.

4116. If the demand for articles at a remunerating price ceased, as you say, it is a losing concern, and people would not go on building ships?—Many people cannot help building; if you lose a ship, what is a shipowner to do; he has nothing else to employ himself in.

4117. Would he rather go on with a business he knows to be a losing one than give it up?—He lives in hopes, like all other persons; a man who grows corn often loses money, but he does not give up growing corn.

4118. What would that 30*s.* a ton on the cost of a ship be, with reference to a freight of 50*s.*?—It would be 450*l.* on the value of a 300 ton ship; the interest and insurance on that would not be very great, it would be 40*l.* or 50*l.* a year.

4119. What would be the expense of the navigation of that ship for 12 months?—Of a 300 ton ship? It greatly depends on the trade they are employed in, and whether they go to many ports, or whether they only go to one port; if they have many ports to load and discharge at, the expense of which, together with port charges, must increase the gross expense very much to what it would if a ship were only to go once out with a distinct cargo and load another direct home at a cheap place. It is almost impossible to form a correct opinion as to your question.

4120. Your opinion is, that the whole of the duty which was paid on Canada timber in 1821 comes out of the pocket of the shipowner?—That has been the effect of it eventually, inasmuch as the freights have been falling to that, and they are getting much the same price now for the commodity as they did in Canada then.

4121. The consumer did not pay any of that additional duty?—I think timber is as cheap now as at any period.

4122. To Mr. *Anderson.*]—Do you know what the difference of the price has been; the price to the consumer?—I believe the price is much the same.

4123. In your opinion, the only effect of laying an additional duty on the Canada timber would be to take away so much from the shipowner?—(By Mr. *Metcalfe.*) We think it diminishes the revenue of England and gives the foreigner an opportunity of raising the price on his article.

4124. How would it diminish the revenue?—If you take off the duty on Memel timber.

4125. In addition to the 10*s.* on Canada timber, would that (according to what you have stated was the effect before), would that be simply to take so much out of the pocket of the shipowner?—It would have the effect of reducing the freights considerably, but I do not know to what extent they must cease to go.

4126. Would that diminish the value?—It would, if the supply came from the Baltic at a reduced rate. It would reduce the revenue, inasmuch as it would prevent a great deal of trade with Canada, which is a lucrative trade to carry on, for the benefit of English interests; the effect of crippling it would in effect reduce the revenue.

4127. Only by crippling the Canada trade?—It depends to what extent you cripple it.

4128. But supposing an additional quantity of timber came from the Baltic, paying a higher duty, would not that add to the revenue?—To a certain extent, as far as that went; but it would destroy all other British interests existing on the Canada timber; if that is no object, it is another matter.

4129. What would be the effect on the British shipping employed in carrying the timber by a diminution of 15*s.* a load on the Baltic duty?—(By Mr. *Anderson.*) It is difficult to say what it would be; it would depend upon how the 15*s.* was appropriated by the foreign timber merchant. The exporters in the Baltic might raise their price; it is probable they would raise the price all the 15*s.*, and then the only difference would be that it would go out of the British Exchequer into their pockets. The price would continue the same to the consumer.

4130. The

4130. The price of Canada timber would then continue the same?—Yes; the country would lose the revenue, while the relative prices of the articles would remain as they are now.

4131. How would the country lose the revenue?—If they lost 15 *s.* duty on the whole timber out of the Baltic.

4132. You think only the same quantity of timber as comes now would come from the Baltic?—Yes, if the foreign timber producer raised his price; but if a greater quantity came to make up the difference, there would be no loss of revenue.

4133. Why would an additional quantity come, if the same amount which was put on to the cost of the timber from the Baltic was taken off the revenue here?—I see no reason for an additional quantity to come; the probable case was put, if it did come. I know no reason why it should come; probably the same quantity might come, as the cost to the consumer here would be the same, if the foreign timber merchant pocketed the duty.

4134. Would the price rise in the Baltic that 15 *s.*?—I do think it would.

4135. That would leave the Canada timber just the same price here that it is at present?—If the price rises in the Baltic the amount of the duty taken off, I do not see any difference.

4136. Then the shipping interest would sustain no damage, for there would be no premium on the transfer of the carrying trade, and the price would be just the same?—If the price did continue the same. If the Baltic purchaser increased his price to the amount of the duty repealed, there would be no alteration.

4137. You believe the producer in the Baltic would lay on the prime cost of the article the additional 15 *s.*, and believing that, you can entertain no apprehension as against the reduction of 15 *s.* duty, except the fear of the loss of the revenue?—Yes, I do entertain an apprehension; I am not certain that he would raise it, and if he did not, the relative duties would be materially altered against the importation of American timber.

4138. You do not feel very confident that the whole 15 *s.* would be laid on the price of the article?—No; but there is no question that the price would be raised as much as it could be.

4139. If your first apprehension is well founded, that the whole 15 *s.* would be laid on by the producer, the shipping interest would have no cause for alarm; it would be a mere question for the revenue?—Yes.

4140. You thought a rise of 15 *s.* duty would be the result of this change of duty?—Yes, a rise in the price eventually.

4141. But before the foreign shipowner could justify himself in increasing the prime cost of his article to the extent of 15 *s.*, must there not have been a greatly increased demand?—Certainly.

4142. Providing that when the balance of importation was being turned from the Colonial to the European ports, what would be the effect on the British ships?—That they would lose a great portion of the carrying trade of the timber; nearly the whole quantity so transferred would be imported in the Baltic shipping.

4143. It would furnish at once the means of increasing the power of carrying to that extent?—I am not prepared to say what their power of increasing is. No doubt they would transfer their shipping to what would be most profitable; and if there was an increased importation from the Baltic, the whole disposable tonnage would be appropriated in that way, I imagine.

4144. Have they so much extra-disposable tonnage without building?—I am not at all competent to say what they have.

4145. Would they not build to the extent of the demand?—Ships are built very quickly.

4146. Suppose a period of five years were taken up in effecting a complete change of importation from the Colonies to the Baltic, do you think, in the period of that five years, the Baltic people would have the means of increasing the mercantile navy sufficient to carry the whole commodity?—(By Mr. *Anderson.*) There is no question about it; in five years, with the assistance of British capital.

4147. Would it, in your judgment, lead to a gradual extinction of the British navy employed in the carriage of timber during the period of those five years?—It would lead to a gradual extinction of the carrying trade of those particular articles supplied from the Baltic ports.

4148. But when you have stated just now you think the price would rise to the difference of the 15 *s.*, eventually so in five years, though it would not rise at once, do you think that the foreigners would build ships to carry that timber during those

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four or five years, when, at the end of that time, by the rise in price, the demand must cease?—I think they would certainly be induced to extend their tonnage, when there was a decided advantage in the trade, from the increased demand of articles in those ports.

4149. But if the effect were to increase the price to 15 *s.*, as you suppose, would not the effect be to drive back the current of trade to the Canadas, and the carrying trade into the hands of the British?—The result might be so at the end; but in the interim, whilst you are trying the experiment, the demand from the Canadas ceasing, many of the establishments must be given up in Canada, and being rendered so extremely unstable, there would be no inducement for persons to enter into such speculations again, when there was nothing in past experience to lead them to expect they would enjoy them permanently.

4150. Are you aware, at this moment, that a great quantity of the foreign tonnage has been forced into the timber trade, in consequence of the absence of any exportation of corn for the last three years?—I am not aware of it; but it is a very probable result.

4151. Under these circumstances it is probable that the full extent of tonnage which could be commanded for the timber trade is at present employed by the foreigners in that trade, is it not; the tonnage they hold at present?—They bring most of the timber in their own ships to this country.

4152. Have they not got into the way of loading much smaller ships with timber of late, foreign ships?—I am not at all aware of that. The vessels that come with timber to the Tyne are small ships, and some large ones; it depends very much on the parts from which they come. The Prussian vessels are about the size of our essels in the Baltic.

4153. Are they larger or smaller than they used to be?—(Mr. *Metcalfe.*) They continue much the same.

4154. What is the average of the Prussian ships that come to the Tyne?—(Mr. *Anderson.*) I can tell you the average of the Prussian ships on the Tyne about three weeks ago; the average tonnage was about 169 tons; that is the average of seven vessels.

4155. What are the Norwegian?—They are smaller. The Norwegian average 138 tons. They do not bring large timber; they bring smaller descriptions of wood.

4156. That includes the lobster vessels?—No, there are none of those come to the Tyne.

4157. From Sweden to Newcastle?—Not very much.

4158. What is the average of the Prussian?—169 tons.

4159. And the Swedish vessels; have you an average of them?—Yes, they are smaller; the average is 119 tons.

4160. All the Russian timber is imported in their own ships, is it not?—There were four Russian vessels delivering timber in the Tyne at this same time, and their average tonnage is 220 tons; they were Russian vessels, from the Gulf of Bothnia.

4161. To Mr. *Anderson.*]—Suppose any change of duties were to take place which should have the effect of transferring the importation of any considerable quantity of timber from the British Colonies to the European States, would not the importation of that timber ultimately and permanently devolve to the shipping of that country that can be built, equipped and navigated on the cheapest terms?—There is no question but it must, without there was some equivalent offered to the British ships to enable them to compete in expense.

4162. Do you mean discriminating duties?—Yes, I mean a protecting duty.

4163. Do you know, as a fact, that the shipping of the northern nations of Europe can be built, equipped and navigated at considerably less than the British ships can be?—Yes, I know of that fact.

4164. How do you know it?—I know from the statement that I made, taken from the vessels.

4165. Do you concur with Mr. Metcalfe in the opinion, that a British ship of 300 tons, fitted for the Baltic trade, will now cost about 10 *l.* per ton to sea?—About 10 *l.* or 11 *l.* per ton.

4166. What would be the cost of a similar ship, similarly fitted, built in such of the states of the north of Europe as you are acquainted with?—I made some inquiry of the captains of foreign vessels, and I have no other means of knowing but what they told me.

4167. State the result of that?—From 8 *l.* to 9 *l.* a ton; I am speaking of Prussian vessels.

4168. Are Prussian vessels the cheapest?—No, not the cheapest.

4169. Which are?—The vessels built in the Gulf of Bothnia appeared to be the cheapest; they are built entirely of fir.

4170. To Mr. *Metcalfe.*]—Can you give the Committee any information on that point?—Not more than what I have heard from the captains in Liverpool. On seeing a very fine Prussian ship coming in, and asking what the cost of this ship might be, they have said, 2,200 *l.* the vessel, about 300 tons.—(Mr. *Anderson.*) If you rate Prussian vessels at 8 *l.* or 9 *l.*, and others in the Gulf of Bothnia at 6 *l.* 10 *s.* to 7 *l.*, I think it very near the truth, all fitted for sea.

4171. To Mr. *Metcalfe.*]—Do you agree in that opinion?—Yes.

4172. To Mr. *Anderson.*]—Do you know those facts from having actually inspected the accounts and charges, or from conversations with the captains?—Merely from conversations.

4173. To Mr. *Metcalfe.*]—And you also?—We have no other means.

4174. If the accounts and charges were produced, that would be more authentic than anything else?—Yes.

4175. As to the expense of building and fitting, you say you have not seen the accounts produced; but as to the evidence you have previously given as to the expense of wages and victualling, you have ascertained that from the actual inspection of the muster rolls, and the rate of wages, and the price of provisions?—Yes.

4176. One is from actual evidence, and the other is from report?—(Mr. *Anderson.*) I made an inquiry last year; I wrote to Memel to ask what a Prussian ship could be built for, and the answer was, from 8 *l.* to 9 *l.* a ton.

4177. Built and fitted?—Yes.

4178. What was to be the quality of that ship?—An oak ship.

4179. How would she have stood, in point of quality, by a Sunderland-built ship?—Much the same.

4180. Do you think you could have insured her at the same rate?—No doubt.

4181. Was she to be copper-fastened?—No; iron-fastened.

4182. Does your ship of 10 *l.* per ton at Sunderland mean copper-fastened?—Partly copper-fastened.

4183. Do they ever do that in Prussian timber ships?—I do not know.

4184. What would be the additional cost to you, as an owner, for having the ships so partially copper-fastened, beyond what they are paying in Sunderland if iron-fastened?—Very trifling.

4185. What would be the additional cost to you, if you were building a ship on contract, for which it was said she was to be iron-fastened, if you required that such portions as you have described in the ship as iron-fastened were to be of copper?—I really cannot say that.—(Mr. *Metcalfe.*) About 25 *l.*

4186. In a ship of 300 tons?—Yes.

4187. Have you been in the habit of importing timber?—(Mr. *Metcalfe.*) No, I have not.—(Mr. *Anderson.*) I have.

4188. From the Colonies, or from the Baltic?—From the Colonies; I never imported from the Baltic.

4189. Do you charter ships?—Yes.

4190. You take up ships that are not your own, and you charter them?—Yes, and their cargoes, from the Colonies.

4191. Have you ever had any ships engaged in the indirect voyage, in the circuitous voyage?—We have not.

4192. What did you say was the freight to Dantzic?—I have never had any ships on the circuitous voyage.

4193. What was the freight to Quebec?—From Quebec, this season, to the Tyne it is from 37 *s.* to 37 *s.* 6 *d.* From the lower ports to the Tyne it is 33 *s.* to 33 *s.* 6 *d.*

4194. What is the freight to Liverpool from Quebec?—In the spring they were 38 *s.*, and latterly they have been 39 *s.* or 40 *s.*

4195. What makes Liverpool freight higher than Sunderland?—The reason why the freight is lower to the Tyne is, because the ships are belonging to the Tyne, and they come to a loading port; and they take less freight to come to a loading port than when they cannot get a return cargo.

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4196. Explain to the Committee what is the course of your ships. You charter a ship, we suppose, in the month of April, do not you, to go out?—Yes, generally.

4197. She makes a voyage out, and comes back to the Tyne; what do you do with her then, send her out again?—It depends on circumstances entirely; if she arrives in time, she generally goes out again.

4198. What time does she come back; about September?—No, never; in November and December.—(Mr. *Metcalfe*.) Sometimes January; generally the latter part of November, or very frequently in December.

4199. Then do you put them in the coal trade?—(Mr. *Anderson*.) No; we lay them up generally.

4200. Cannot you find employment for them in the coal trade?—The coal trade has been so very bad of latter years, that there is no inducement to send a Colonial ship a coal voyage; they require some expense of fitting, and it is not thought worth while to do it; there is by no means a regular course pursued; in some instances it is done.

4201. There is no check against doing it, by any arrangement among yourselves?—No, none at all.

4202. (To Mr. *Metcalfe*.) In the ships you have built, looking at their general objects, do you not take into consideration the necessity of their being constructed for the carriage of timber?—That is the main object of building them.

4203. Looking on that as a staple commodity of carriage?—Yes.

4204. In a Paper laid before the House of Commons, it is found that a great proportion of the tonnage of the country continues to be mortgaged every year; will you tell the Committee if you think that is an abstraction of capital, to invest it in other purposes, or to pay debts and losses of the ship?—From my experience I personally know it is to pay the debts the ships have occasioned their owners; the loss they have sustained.

4205. Will ships that bring timber from America be calculated to hold coals and continue in the coal trade?—Decidedly not; if they are sufficiently large to carry timber to advantage, they are not sufficiently small to carry coal.

4206. If by any alteration of circumstances, either in the duties or anything else, this trade in the carriage of timber was to be taken from you, what would you do with those ships?—They would be worthless, useless.

4207. You consider, in point of fact, the carriage of timber is a great object for the shipowner, when he invests his capital in shipping?—It is all and every object he can have.

4208. And one of the greatest losses, if taken away from him?—You might as well hang him up by the neck, as destroy him that way.

4209. You say a ship fit to carry timber is not fit to carry coals?—I say that ships that usually carry timber, or that would afford to go for timber, must be of a certain size before they can make a profit; that size is generally so great, they are too large for the purpose of coming up the London River without great risk of damage. Neither will the coal proprietors in the north employ large ships to carry coals; nor will the coal buyers purchase coals out of large ships, as they deteriorate in value, from extra breakage, when in large quantities.

4210. Do you know the average tonnage of ships that carry timber from the Colonies?—I should think it is small, not above 250 or 260 tons; the average is not so large as we might deem sufficient to make a profit.

4211. Is not the average 250 or 260 tons?—I should not be surprised if it was as low as that.

4212. Do you know the average tonnage of ships that come into the port of London with coals?—About 204 tons.

4213. Does that difference of 40 or 60 tons incapacitate the ships from coming up to the Pool from Tyne?—No; the greatest number of ships we have in the Tyne are large ships; the small ones do not belong to us.

4214. What is the average of the tonnage of the timber ships in the Tyne that trade to Canada?—Considerably above 320 tons; above 300 tons.

4215. Do you mean to say a ship of 300 tons is incapacitated from trading from Newcastle to London, and coming in the Pool?—No, I do not mean to say that at all; but the majority of vessels are considerably above that, and draw a great depth of water.

4216. How do you arrive at the average of 300 as the great majority of the larger size?—I mean those I am acquainted with.

4217. You stated the average tonnage of the ships that come with coal into the port

port of London to be 204 tons; have you reason to know that it is not 242?—In the last account I saw, some years ago, it was taken at 204 tons.

4218. It is only by a Return you have seen some years ago you think it is not, and you are not aware it is 242?—No; nor do I believe it.

4219. Do you think that if a considerable tonnage were displaced from the American trade, it could find employment in the coal trade?—(Mr. *Anderson.*) There are too many ships in that trade already.

4220. Is not the export increasing since the duty has been removed?—No, I think it has not increased at all; I think it has decreased.

4221. Do you happen to know, of the export of coal from the Tyne, what proportion is taken in British and foreign ships?—I do not know the exact proportion; but the greater quantity is in foreign ships, and particularly to Gibraltar and the Mediterranean ports.

4222. Do you yourself know this circumstance, of a particular contract being made for a considerable number of ships early in the spring of the present year to deliver coals on account of the British Government at the ports of the Mediterranean?—I did not see the contract; I know the vessels came and loaded the coals.

4223. Do you know there was such a voyage?—Yes, I know the vessels came and loaded the coal.

4224. Do you know as to that particular engagement the proportions of British and foreign?—I do not think any British did; they were all foreign vessels, or very nearly so.

4225. Do you know it, Mr. Metcalfe?—(Mr. *Metcalfe.*) No; I believe all in foreign; one or two at the conclusion, after all the rest, took the residue.—(Mr. *Anderson.*) I have an account of the ships that loaded the coals on that occasion; there are 13 vessels, and some of them very large; one of 500 tons loaded coal for the Mediterranean. Those 13 were all foreign ships.

4226. What ship; what country was it?—A Russian ship, the Preciosa.

4227. Had she been in the timber trade?—She was a new vessel, come on her first voyage to London. She had not delivered in the Tyne, but came from London in ballast to load these coals.

4228. Have you heard of the vessels that carried the coals?—None subsequently to the 14th of February last.

4229. Is there a British vessel among them?—No, not one.

4230. All vessels employed to carry coal under that contract were foreign?—Yes, up to that time. I took the return from the Custom-house books up to the 14th of February.

4231. State to the Committee the mode in which the vessels loaded their cargoes in the river Tyne; how many; how many coal-ships are loaded; are they under staiths?—(Mr. *Metcalfe.*) A great proportion load under staiths, on the margin of the river, but some still load by craft.

4232. The large ships are laden by craft, and the small ships lay aground, and go up to the staiths?—Yes.

4233. The large timber ships do not go to the staiths, as they could not lay aground; they could not, for there is not depth of water to approach there?—It would not answer; they would receive injury.

4234. You say you have been in the habit of building a number of ships, and have used, as you say, this American timber in preference to the Baltic; you consider a shipowner building a ship as a great consumer of timber?—He certainly is.

4235. It is his object to have it as cheap as possible?—No doubt.

4236. Is it desirable to have all the sources of importation open, not only from the Baltic, but America?—It is desirable for him to have the articles as cheap as he can.

4237. And the best mode of obtaining that would be by competition?—No doubt of that; if the alteration was to take place in the timber, then we consider it would throw a monopoly in the Baltic.

4238. Have you any reason to complain of the price of that article, timber, in building your ship?—It is as low as ever I knew it; I have no reason to complain of the price.

4239. According to the present scale of duties, does it come into the Tyne from America?—Yes.

4240. Has the carrying trade to the Colonies been a very lucrative trade of late years?—

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years?—I cannot say it has of late years; up to 1825 or 1826 it was a lucrative trade; but after the reciprocity of duties took place, it has been gradually getting worse.

4241. It has been so in consequence of the freights which have been received having scarcely paid?—In many instances they have not paid at all. Bankruptcy has ensued in many instances; and no less than three gentlemen, who were examined in this Committee two years ago, are now bankrupts.

4242. No foreigners' ships can carry timber from the Colonies?—No.

4243. So that that trade you have completely to yourselves?—Yes.

4244. Has not the quantity of timber which has been brought from the Colonies increased?—The consumption of the country has increased.

4245. The Committee are not speaking of the consumption of the country; but has not the quantity of timber brought from the Colonies increased?—Yes, with every other article.

4246. There is a greater quantity brought than there was?—Yes.

4247. And a greater quantity of British shipping employed, of course?—Consequently there must be.

4248. Yet the business has been a losing business on freights?—I believe to the great majority it has.

4249. Had you any ships in the Baltic trade?—In former years I had; but I have been driven out.

4250. You had?—Yes.

4251. Have you given up that trade?—I have.

4252. Why?—I could not afford to send a ship; I always lost money.

4253. Since what period?—Since 1828.

4254. Is that because from that time you have been compelled to carry, without any protection, at the same rate of freight the foreign shipowner would, but that he has undersold you?—I do not want to go to causes in giving a reply; I know the freight offered me I could not accept, it was so low.

4255. Why could you not get a better freight?—Because the merchants could get foreign ships at a lower rate. I have had it mentioned to me, "If you will not take it, the merchant must get a foreign ship."

4256. Did you find by experience, in taking the rates of freight to which the competition of the foreigners reduced that rate, that you lost money on the voyage?—I did.

4257. You abandoned the trade in consequence of your losing money?—Not finding it remunerating.

4258. Do you think that the foreign shipowner loses money by carrying on that trade at the rate of freight at present established?—I can only give an opinion; I have no data to judge from; my opinion is he is gaining money.

4259. If the inference from the fact that you continue, and that you cannot be losing by the Colonial trade, is just, must it not be equally just that the foreigner cannot be losing by carrying on the Baltic trade, because he continues to carry it on?—If the inference is right in one instance, it must be right in the other.

4260. If the rate of freight from the Baltic, which is a losing one to you, is a compensating one to the foreigner, is it not reasonable to suppose that, if we were to increase the importation from the Baltic, it would be worth while to the foreigner to increase his tonnage to the extent of the additional tonnage?—Yes.

4261. The Committee understand you both to agree in the opinion, that the present rate of freight to Canada and back, the timber freight, is not remunerating?—(Mr. *Anderson.*) I am of that opinion, if the depreciation from natural decay and the consequent repairs are taken into account.—(Mr. *Metcalfe.*) I would say 40 *s.* is remunerative to vessels carrying upwards of 600 loads of timber; to vessels below 400 loads of timber it is not remunerative.

4262. Are you both of opinion that the Baltic trade to the foreign carrier is a remunerative trade?—(Mr. *Metcalfe.*) My opinion is, it must be remunerative, knowing that they sail their ships at so much less cost than we do.—(Mr. *Anderson.*) I think it clear, to demonstration. We know perfectly well, as far as it can be collected from the most correct data that can be obtained, the difference of expense in navigating; and as we know the difference of rates, it must clearly appear, when we know the state of the freight, as respects our own ships, that the freight is remunerating to the foreign ship.

4263. You are of opinion that the Canada freight to the British carrier is not now remunerative, but that the Baltic trade to the foreign carrier is remunerating.

Are

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Are you of opinion, that that state of affairs arises from the insufficiency of the duty as a protecting duty on the Baltic timber?—(Mr. *Anderson.*) It does not arise from the insufficiency of the duty itself, as a discriminating duty, but from the want of a protecting duty in the competition between us and those foreign vessels in the same trade.—(Mr. *Metcalfe.*) My opinion is, the ships have no protection; that the duties would not alter the thing so much as a protecting duty.

4264. What is the protecting duty you would recommend, to restore the carrying trade from Great Britain and the Colonies to a remunerating state, which is not now existing?—An amount that would place the British ships employed in the same trade with foreign ships on the same footing as to the profit that each derive from the freight.

4265. On what would you impose that duty?—On the goods the vessels carry, and the articles imported relatively.

4266. Do you think the discriminating duty on the timber trade and on articles imported, namely, timber, is not now sufficient?—There is none, none of the protecting duty I mean.

4267. What is the discriminating duty you desire?—That which was taken away when the Reciprocity Duties Act passed, and the treaties of navigation were made; previously a protecting duty of 2 *s.* 9 *d.* per load was levied on timber imported in foreign vessels, which, though it did not amount to the difference of expense, still gave the British ships a preference in the market.

4268. Not only, you think, that 2 *s.* 9 *d.* should be imposed, but that is not quite sufficient; that something higher still than 2 *s.* 9 *d.* ought to be imposed?—I should be glad to try 2 *s.* 9 *d.*

4269. But that is the thing you think now necessary to restore the carrying trade between Great Britain and the Colonies to a healthy state?—Yes, and to the Baltic also.

4270. And without that it is not in a healthy state, and is languishing?—The carrying trade is languishing. The carrying trade from the Colonies is depressed as well as from the Baltic; though the foreign vessels cannot go to the Colonies for timber, yet still the low rate of freight at which the timber is brought from the Baltic in foreign vessels; and if British vessels trade, they must also accept the same freight; and this enables the Baltic merchant to import timber into this country at a cheaper rate; and as the Canadian wood has to compete with that timber according to its relative value in our market, the Canadian merchant must press his rate of freight down as low as he can to enable him to compete with the Baltic merchant.

4271. Taking the matters as they now are, are you of opinion the pressure in the carrying trade between Great Britain and the Colonies is such, that without the reimposition of some such duty as that of 2 *s.* 9 *d.*, it cannot prosper?—I do not think it can.

4272. To Mr. *Metcalfe.*]—Do you concur in that opinion?—In a great measure.

4273. In what way do you differ from it?—I think Mr. Anderson did not state exactly the amount of duty he would be content with; the protecting duty on the shipping.

4274. You think 2 *s.* 9 *d.* would be sufficient?—It is 15 per cent. on our freight; and 15 per cent. on our freight would be a good addition, it would enable us to do a good deal better than we have done.

4275. You would take the 2 *s.* 9 *d.*, and you would not require more?—I wish we could get so much; we would endeavour to do with it.

4276. Without that, you agree with Mr. Anderson, that the Canada trade cannot prosper?—I said on ships of large size it was still a lucrative trade: in ships of small size it was not.

4277. To Mr. *Anderson.*]—Though a difference between the duty chargeable on Colonial and foreign timber may affect the quantity of timber imported from the Colonies and from foreign countries, can it affect the rate of freight?—Not at all, if the discriminating duties are fairly balanced, as they are at present; the rate of freight is affected by a very different cause.

4278. When you speak of 2 *s.* 9 *d.* duty, you intended that there should be a larger duty levied upon timber imported from foreign countries in foreign ships than is levied on similar importations in British ships?—Yes; that is exactly my meaning.—(Mr. *Metcalfe.*) The trade with the Baltic is an effect: the Baltic trade cannot go on with any success, so far as the British interests are concerned; and when that is depressed, it has an injurious effect on the Canada trade.

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4279. The discriminating duty applying only to importations of foreign timber, may give a protection on that importation of that timber; but how would that affect the sound or the healthy or the contrary state of the Colonial importations? —(Mr. *Metcalfe.*) That is the question.—(Mr. *Anderson.*) It would affect it in this way: if there was a protecting duty as I mentioned, that is, the duty as it was before the reciprocity treaties were made, whether of 2 *s.* or 3 *s.* a load, it would give a British ship a chance; if either a British and foreign ship were lying in any port wanting freight, the British merchant would be induced to give the British more than the foreign ship, because he gets his cargo in at a lower rate of duty; that would raise the freight to the Baltic; it would have a tendency to reinstate the vessels that had left the Baltic, and they would go back again, which would leave more employment for the vessels in the coal and Colonial trades; and it would have the effect of raising the Colonial freights in the same proportion.

4280. Would it not also have the effect of raising the price of timber too; would it have any effect on the price of timber?—In this country I suppose it would, in a very trifling degree.

4281. If the price of the Baltic and Colonial timber was balanced in this market, would it not have the same effect of raising the price of Colonial timber?—Exactly in the same proportion.

4282. The price of Colonial timber being raised, the importer could afford to pay a better rate of freight, and it would not press so severely on the shipowner?—He would have it in his power.

4283. It would have the double effect of taking off the surplus tonnage pressing on the Colonial trade, sufficient to enable the importer of Colonial timber to pay a little more liberal freight?—Yes.

4284. And have the double effect on the consumer to pay more for those articles? —Very trifling more; it would not extend to one halfpenny a foot.

4285. The effect of that would be to raise the price to the consumer here?—That would depend on circumstances. The price of the Baltic timber might fall a little and the Colonial would fall a little, in that way one cannot tell how it would operate, but I have generally found that additional duties levied on any article has had a tendency to depress the price of the article at first to the producer; therefore it might be divided between the two, and be very likely felt by both parties; but it would be a very material alteration to the British shipowner.

4286. To Mr. *Metcalfe.*]—From your experience of the expense of navigating a ship in the Baltic trade, do you think by the present rate of freight, if you get your ship for nothing, that you would be reimbursed (by the earnings of your ship) for the current expense you would be exposed to by the voyage?—For the last three voyages that I have sent ships to the Baltic there has been no instance but what they have lost money. I have not sent another.

4287. What year was that in?—The last time that I had a ship in the Baltic was about the year 1828.

4288. Where did she go to?—St. Petersburgh.

4289. What freight did she get?—I think 3 *l.* 10 *s.* for deals, or 3 *l.* 7 *s.* 6 *d.*

4290. Did she take anything besides; hemp or tallow?—No.

4291. Was she a first or second-class vessel?—A second-class.

4292. Fit for nothing but deals?—There are not so many first-class ships that they would not employ a second for hemp.

4293. She could not have brought hemp?—Yes, she could.

4294. But the merchants would not have taken her up?—Perhaps not.

4295. What is the freight from St. Petersburgh now, do you know?—I think it is about that.—(Mr. *Anderson.*) It is about 3 *l.* 5 *s.* to London, and 3 *l.* 3 *s.* to Hull; that is rather lower, but very little.

4296. Do not by far the greater part of the deals that come from St. Petersburgh come in British ships?—They do.

4297. At least nine-tenths of them?—I would not be disposed to dispute that at all.

4298. The Russian ship therefore does not come into competition with the British ship, there being no Russian ships?—(Mr. *Metcalfe.*) There were 42,559 tons of Russian in 1833, and in 1820 there were only 19,269.

4299. How do you account, then, for the British ships going out to take deals from Petersburgh at a lower freight than that which you said induced you to abandon the trade?—It is impossible for me to account for the actions of others. I think them wild men; I often make the expression that they cannot be in their senses.

4300. They must sail cheaper than you?—They may, but I doubt it.

4301. In that business they have not competition with the native ships, or the British ships could not go to Petersburgh and load there for this country?—No; but the competition may arise; one freight regulates another; a Prussian freight regulates a Russian one.

4302. Therefore the competition of Prussian ships in the Prussian trade will affect the freight that can be paid by the exporter from Russia of Russian deals. Do you happen to have read the evidence given before the Committee on Commerce, Manufactures and Shipping in 1833?—I have read a part of it.

4303. Have you read that portion in which two gentlemen resident in the port of the Tyne have given a very flourishing description of the prosperous state of the British shipping?—I have.

4304. Have these parties become bankrupts since?—Yes.

4305. How soon after?—Very soon.

4306. Are ships built now on the Tyne for the Canada trade?—None, that I know of.

4307. Within what period have they ceased?—I never knew them build any specifically for that purpose.

4308. Have ships been bought or brought to the Tyne for the purpose of carrying on that trade lately, within the last two or three years?—I believe some old ships out of the West India trade occasionally are brought down for the timber trade.

4309. Is not, in point of fact, the tonnage employed in carrying the trade brought from the Tyne on the increase?—I should think not.

4310. Are you sure?—I think not; I have no means of knowing.

4311. If it should be so, the general opinion on the Tyne cannot coincide with yours, that without the reimposition of 2*s.* 9*d.* duty the Canada trade is a languishing one, and must fail?—My opinion, as I stated before, was that ships of a large class could carry on a profitable employment, and I should have no objection to buy a very large ship at a very cheap rate to carry on the Canada trade, but I would not buy a small one.

4312. To Mr. *Anderson.*]—Would you?—No, I would not; I lost a ship in 1833; I have never replaced her.

4313. You think the Canada trade is not worth a sensible man's embarking in?—No.

4314. Whatever is your opinion of the Canada trade, do you think if the remaining trade were open to the British shipowner, it is one of those which is most promising now?—(Mr. *Metcalfe.*) It takes away a great quantity of shipping, and is of great use to the interests of the country.—(Mr. *Anderson.*) Of two evils they choose the least. They do not do so badly in the North American as in the Baltic trade; there they make a positive loss: they take the chance of going out to one of the lower ports of America, thinking if they make a quick voyage they will do.

4315. Still, as the Canada trade now is, there is no profit, and in many cases some small loss?—Yes, there is no profit ultimately; the vessels are to repair in every 10 or 12 years, and then there must be a loss, as the present rates of freight cannot provide for that contingency.

4316. It is of no value to the shipowner as it now stands?—No, comparatively not; but it is better to keep it as it is than make it much worse by the change that has been named in the discriminating duties.

4317. The Canada trade you do not consider a trade of profit now?—If all the expenses of repairing a vessel are taken into account, it would not yield a profit at the present rates of freight on an average of 10 or 15 years.

Martis, 28° die Julii, 1835.

THE RIGHT HON. CHARLES POULETT THOMSON,

IN THE CHAIR.

Mr. *John Spence*, called in; and Examined.

Mr. *John Spence.*

28 July 1835.

4318. WHAT is your business?—I am a shipowner and shipbroker, and a general merchant, at Sunderland and Stockton.

4319. Are you interested to any extent in shipping?—Not to a very great extent; my name is on the register of 350 tons, but I am indirectly concerned in other ships, to the extent of between 500 and 600 tons.

4320. How many ships are you interested in?—In three altogether.

4321. What trade are they engaged in?—The one of 350 tons is now in Africa, at Sierra Leone.

4322. Are you personally engaged in the timber trade?—Yes.

4323. In what way?—As an importer.

4324. Do you import more than you bring in your own ship?—Yes; very considerably.

4325. Is your principal trade the timber trade?—It is.

4326. From what countries do you import your timber?—We import our timber from the Baltic, from North America, Africa, and from Archangel.

4327. Have you any objection to state the number of cargoes you imported last year, and the places from whence they were imported?—Certainly not; from America we had 12, from the Baltic we had nine, from Africa we had two.

4328. What description of people are your principal customers for this timber?—It may be needful for me to say, that we have two establishments; one at Sunderland and one at Stockton, and that we are considered the largest importers into the rivers Wear and Tees. We have several hundreds of accounts open in the country. We are both wholesale and retail dealers.

4329. Then you supply the ship-builders, and the house-builders, and the general consumers of timber?—We do; the ship-builders to a large extent.

4330. Is ship-building carried on at Sunderland to a large extent?—It is; I believe there are more ships built at Sunderland than in almost the whole of the United Kingdom.

4331. Do you happen to know the description of materials of which the ships built at Sunderland are generally composed?—Perfectly; the ships generally built at Sunderland have their ground timbers, floors and futtocks of Hamburgh oak, Stettin oak, or English oak, and the timbers from the ground floor to the top are generally English; but I have known all those different descriptions of timber in the same ship. The outside of the vessel is planked up to the light-water mark (which is a part that is always under water) with Quebec elm. In fact, there is no wood equal to it for that use when it is kept under water, and were we to lose that, I know not where we could get wood that would be so suitable. The vessel is planked inside and out, frequently with Memel oak plank, Quebec plank, English plank, and where strength is required, African plank. The vessels' decks used to be formerly planked almost entirely with Dantzic and Memel plank. Now that is entirely done away with; the vessels' decks are made entirely of Quebec yellow pine, which is found to answer much better in hot climates, and costs about one third less. In fact, all the timber that is now imported into Sunderland, from the Baltic, from America, from Hamburgh, is all in fair consumption together at this moment.

4332. Have you heard any complaint among your various customers and largest consumers of timber, of the present scale of duties upon Baltic timber and deals, and Colonial-grown timber and deals, or are they satisfied with the present scale of duties?—I never heard any one of my numerous customers, or any one of the ship-builders complain of the present scale of duties. I brought up a petition from the ship-builders of Sunderland, praying that no alteration might be made in the scale of duties, for they consider that they work well, and that if

any

any alteration was made in favour of one against the other, it might tend to prevent their being supplied with that article that the duty operated against.

4333. Have you been requested by the Shipowners' Society of Sunderland and the Chamber of Commerce of Sunderland to attend this Committee to give your evidence; and are the Committee from that circumstance to infer that the sentiments which you have expressed with regard to the scale of the timber duties is the opinion of the Shipowners' Society and of the Chamber of Commerce of the port of Sunderland?—The Chamber of Commerce of the port of Sunderland and the Shipowners' Society appointed me to give evidence upon this question, and my opinion, now expressed, I believe is invariably their own.

4334. Are there a large number of ships employed in the British North American trade belonging to the port of Sunderland?—A very considerable quantity; it is a great part of the shipping trade to the port of Sunderland.

4335. Can you give this Committee any estimate of the number of ships, or the amount of tonnage so employed?—I cannot, because I have not the power of obtaining the return from the Custom-house; but I submit that this Committee has the power of getting these returns.

4336. What is the general burthen of the vessels employed in the North American Colonial trade?—The vessels generally employed are from 250 to 380 tons.

4337. How many voyages do they generally make in the year?—Two.

4338. Arriving back at what period of the year?—In November and December.

4339. When do they start again?—They start again on the 1st of April.

4340. How are they employed between the month of December and the 1st of April?—They have no employment, unless they may make a single voyage in the coal trade before fitting out.

4341. Then supposing that an alteration should be made in the present scale of duties on timber, the effect of which would be to diminish the importation from our North American Colonies to the extent of one third or one half, and to increase the importation from the Baltic to a like extent, would not that state of things have a very prejudicial effect upon the shipping interest of your port?—I think that if the alteration of the duty took place, so as to throw out one third or one half of the Sunderland ships employed in the American trade, those ships must be laid by the walls unemployed.

4342. It does not occur to your mind that there is any other trade in which they could be so employed?—There was a time when they could have been employed in other trade, before the reciprocity duty treaties.

4343. Do you consider that the reciprocity treaties have been the occasion of throwing a great deal of British shipping out of employment, and consequently increasing the employment of foreign shipping?—I do consider so; and as a proof, I have already stated that I import timber from Memel, and I had ships suitable for that voyage, drawing little water; and one vessel particularly was lying unemployed when I wanted to import, but I could not employ that vessel because I could not navigate her to pay her bare expenses under 20 *s.* a load, and I could have, and I did obtain Prussian ships at 15 *s.* per load. In fact, I had Prussian vessels the whole of last year, up to the month of November, at 15 *s.* per load; consequently, it is impossible that a British ship can compete with one of the Baltic; and as a proof, I beg to put in a list which I had from the Sunderland Custom-house, which I believe is official; it is a list of the arrival of all the foreign ships from Norway, Sweden and Prussia to the port of Sunderland in the last year. It is dated Custom-house, Sunderland, 21st July 1835. From the 5th of January 1834, to the 5th of July 1835, from Sweden there was one vessel, 90 tons, British; four foreign, 432 tons. From Norway, eight ships, 1,099 foreign tonage; not one British. From Prussia there were 17 Prussian vessels, 3,044 tons; and only one British, 90 tons.

4344. Will you deliver in the return which you have now read?—

[*The Witness delivered in the same.*]

4345. Were those timber-laden ships?—They were.

4346. Will you state your reasons why you conceive that Prussian ships can be sailed 25 per cent. cheaper than the British ships, which is according to the estimate you have stated?—I stated that I could not navigate my own ships

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under 20 *s.* if I was to pay the bare expenses of the voyage; but the foreigner at 15 *s.* I consider had a remunerating freight.

4347. Are you acquainted with the charges he had to pay?—I am acquainted with the wages he pays, and the provisions which he purchases; and I know from information obtained from foreign vessels consigned to me, some of the captains being part-owners, stated that it was a remunerating freight, but not to any extent.

4348. What wages did you pay per month for your ship to Memel?—Fifty-five shillings to 3 *l.* was paid.

4349. What did the Prussian pay?—I have been on board of several foreign vessels that have been consigned to me and others in this river, and the result of my inquiries are these: that the wages of the Baltic shipping generally, is from 15 *s.* for an ordinary seaman, up to 25 *s.* for their very best seamen. For their provisions, bread was 6 *s.* a hundred weight, and their beef was 2 *d.* a pound; the allowance to the Baltic seamen is one pound of beef per day or half a pound of pork. They give them for their breakfast what is termed grout, a mixture of barley and rye boiled together, and when they have fish they have not meat. Therefore, comparing the provisions and comparing the wages, it is impossible that we can sail our ships as economically as they can by, I believe, full 30 per cent.

4350. Then, supposing that the importation of timber should be increased to the extent stated before, you conceive that there would be no additional employment for the ships thrown out of the North American trade, in the Baltic trade, for the reasons you have stated; namely, that their rate of wages and their provisions are so much cheaper than the wages and provisions of the English seamen, that there would be no opening for them to compete with the foreigner in the Baltic trade?—That is my opinion; and the list I have put in shows it more particularly, because the importers of timber from the Baltic are generally shipowners, consequently if they could employ their own shipping they would prefer it to employing the Prussians. In fact, I believe, the day is not far distant that a British ship will not enter the Baltic, and I do consider that if a British shipowner had a ship given to him free of cost, he could not compete with those men, for the reasons I have stated.

4351. Do you think you could get a body of British seamen to navigate the British ships, fed upon provisions such as you have stated to be used on board the Memel ships?—The bread is of that nature, being almost black, that I am quite convinced that British seamen would not eat it; and I also consider they would not eat that description of fish which I have shown to the Committee.

4352. Supposing that a reduction of duty of 10 *s.* a load upon timber was to take effect upon timber imported from the Baltic, what effect would that have upon the price to the consumer?—I do not think that the British consumer would benefit by the taking off 10 *s.* per load upon Baltic timber, because since the year 1829, and since the last duty of 10 *s.* was taken off, timber has advanced in Memel 8 *s.* per load.

4353. When was that reduction?—In the year 1821.

4354. Do you give that as the result of your own experience in trade during the interval between 1821 and the present time?—I give it as the result of my own experience, and by my own invoices. I hold in my hand an invoice from Memel, the price 29 *s.* per load, in the year 1830. I also hold one in my hand of 1835, the price 36 *s.* per load.

4355. Can you state some of the invoices beginning at 1821?—I can give no invoices but what I have in my hand; and the first is in 1830.

4356. You have stated that the price to the consumer of Baltic timber has been raised 8 *s.* since the change of the duty, which took place in 1821–22. Now, what was the price in 1821–22, according to your invoices?—I have not any invoices farther back than the year 1830.

4357. If you say that the price has risen 8 *s.* surely you must know what was the price in 1821?—I have not the power of proving what the price was in 1821. I have not any invoices by me earlier than 1830.

4358. Whence do you infer that the price has risen 8 *s.* since the change of the duty?—I believe the price between 1821 and 1829 was as low as 26 *s.*

4359. You have stated that there has been a rise in price of 8 *s.* since 1821; whence do you infer that?—I have stated that there has been a rise in price, and I state

I state now that I can only speak positively to that rise from the year 1830 to 1835, as I have not any invoices farther back than that.

4360. Then you do not know that there has been a rise in price since 1821?—I believe the prices from 1821 to 1830 were from 26 *s.* to 29 *s.*; but I do affirm it, though I cannot prove it otherwise, owing to my counting-house being broken open and the documents destroyed.

4361. What is the price now?—Thirty-six shillings a load.

4362. If you cannot state what the price was in 1821, 1822 and 1823, when the duty was changed, how can you infer that there has been a rise?—I can infer it in this manner: if the price with the present demand is advancing, and I have shown that it is, because it has risen from 1830 to 1835, 8 *s.* per load, therefore timber must either be getting scarcer, or it must be at a greater distance from water carriage, so as to cause more expense in bringing it down to the river side, and thereby making the price greater every year. Therefore, if you take off a duty of 10 *s.* per load, and you go to a place where the timber is advancing year by year, if you go for an extra demand, I cannot but calculate that you must expect a very extra price.

4363. Can you give the prices in 1831, 1832, 1833 and 1834?—I have the invoices here. In 1830 it was 29 *s.*; in 1831 it was 28 *s.*; and it rose to 36 *s.* per load in that year, but, I believe, that was owing to the cholera. In 1832 it was 30 *s.* to 32 *s.*; in 1833 it was 34 *s.*; in 1834 it varied from 30 *s.* to 34 *s.* during the year.

4364. Are you not aware that a reason has been assigned for its high price this year, namely, a great want of water last year to bring it down?—It was stated to us in our letters, that we must look to an advance of timber, and particularly that there was a want of water in getting it down; but then that shows how little reliance can be placed upon a port that is subject to those difficulties continually; but I believe myself, as far as I can judge from our correspondence, that if the timber had come down in a regular way, it would not have been much cheaper.

4365. You spoke of the price becoming dearer, as you suppose, from 1821 to 1835, in consequence of the timber growing near the rivers being all cut down; do you know that that is the case to any extent, or is it matter of inference?—I took it as an inference.

4366. Have you had any direct information upon the subject?—I have had no direct information upon the subject, only I infer it from the advance of prices.

4367. Then it is matter of conjecture?—I have stated that it was matter of inference.

4368. Has there been any variation in the prices of timber in North America during the period for which you have stated the prices in the Baltic?—The prices in America have fluctuated, but not to that extent that they have done in the Baltic; I beg leave to give in an average statement of the prices of timber and deals in the Baltic, and also an average statement of the prices in North America, in the last year, according to my own invoices.

[*The Witness delivered in the same.*]

4369. How many years have you been engaged in the timber trade?—About 25 years.

4370. In the course of that period have you found that the timber from North America has improved in quality and comes in better condition than it used to do?—Very considerably; when first I knew the American trade the principal importation was yellow pine; it was ill-manufactured, and came to market in a very inferior state to what it does at this moment; American timber is at this time a much superior article to what it was 15 years ago, and I believe the bad name that it obtained as American wood was from its coming in such an improper state.

4371. In what respect?—In cutting the timber down, it was not discriminated to take that which was perfectly sound, and which was squared to large sizes; it was cut down, I believe, indiscriminately, and indiscriminately almost sent to this market; now it is selected with great care, and comes in a much superior state to what it did 10 or 15 years ago.

4372. According to your experience, do you find that the timber imported from the Canadas is more subject to the wet or dry rot than the timber imported from the Baltic?—I have two houses of my own; they have been built 20 years; they were built principally of American yellow pine; it was needful for me to

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open them out to make an addition to one of them; I found the whole of that timber perfectly sound.

4373. Are the farm-houses and farm buildings on the north-east coast generally built of Canadian timber?—They are a great part now built of Canadian and New Brunswick timber.

4374. Have you applied your attention to a consideration of the present rate of duties upon deals, and have you anything to suggest to the Committee which you think would be an improvement in that system?—I think the mode of taking the duty on deals works well, therefore I have nothing to suggest in improvement of that; I think it would be impossible to cube those deals, or at all events, the labour would be immense.

4375. For whom does it work well?—For the consumer, for the shipowner, and for the merchant.

4376. For all interests concerned in the carrying of timber, and the consumer of timber?—Yes.

4377. What is the feeling of the shipowners and the traders of Sunderland with regard to the proposition for a change of the duties upon timber?—The shipowners of Sunderland are in a state of great alarm at the idea of losing the Colonial lumber-trade carriage, because they look to that now as their great source of employment, and also they fear that if they lose their carrying trade their ship building will in a great measure cease; and as the port of Sunderland depends upon its shipping principally and its ship-building, they cannot do otherwise than be in a state of alarm for fear of losing that which is almost their sole reliance.

4378. Do the ships which belong to the port of Sunderland, and which trade with the British Colonies in North America, take out cargoes of coals and British produce or manufactures of any sort?—The ships from the port of Sunderland almost invariably to Canada ballast with coals; they very frequently take half a cargo of coals; they also take earthenware, and iron chains and anchors.

4379. You have stated that you have been for a long time engaged in this business; has the shipowners' business been a profitable one of late?—No, it has not.

4380. Has the business of persons employing their ships in the Canada trade been, as you believe, a profitable business?—It has not been a profitable business.

4381. What is the freight to Quebec that they are in the habit of paying?—This year we have chartered ships in the spring to load at 37 *s.*, the lowest rate of freight that we ever chartered at.

4382. And what to Miramichi?—Thirty-four shillings.

4383. Do you think that is a remunerating price to the shipowner?—I do not think it is.

4384. Do you take out emigrants?—Very few from Sunderland.

4385. Has the ship-building in the port of Sunderland increased materially of late?—No, I do not think it has; I rather think it has decreased a little.

4386. Is not the tonnage, as compared with what it was in 1824, considerably larger?—I think it is.

4387. Do you know that it is nearly from 25 to 30 per cent. more?—No; I cannot state to what extent; but I think it has increased.

4388. Have any ships been built there for the India trade?—Yes, a few.

4389. And the China trade?—Yes.

4390. Were you ever a larger proprietor of shipping than you are now?—Yes, very considerably, to rather what is considered a large extent in Sunderland at one time; but we have found it an unprofitable business enough.

4391. Is not every tradesman and every person almost in Sunderland engaged in shipping, more or less?—He is engaged in shipping, and the increase of the Sunderland tonnage has arisen mainly from this: It is the custom of the coal-owners of the river Wear to sell their coals in large quantities to those that are termed coal-fitters; those men make large contracts with the coalowners, and they are compelled either to take those coals away or pay for them. To insure them being taken away they are obliged to embark largely in shipping, and also those people that they trade with they compel them almost invariably to take coals in payment; therefore the coal-fitter becomes a large shipowner, and almost every shopkeeper in Sunderland is a shipowner, looking perhaps not so much to the profits of his ship as to the profits of the article that he sells; and the advance of shipping in the port of Sunderland has not been from its being a paying interest, but it has arisen from the sale of those coals; and I believe that the exportation

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of coals within the last 10 or 12 years has increased to a very great extent, and of course those contracts have increased, and that has been the great cause of the great increase of the shipping of the port of Sunderland.

4392. You have been asked a question with respect to an alteration of the duty, which you say would throw one half of the ships out of employ; what alteration in the duty upon Baltic timber would, in your opinion, effect that result?—I think 10*s.* a load would completely effect that.

4393. You have stated that, in your opinion, an alteration of 10*s.* a load in the duty would not reduce the price to the consumer, but it would go into the pocket of the producer of timber in the Baltic; under those circumstances the price of Baltic timber to the consumer, although the duty was reduced 10*s.*, would remain the same as it is now?—I think so; I do not think the consumer would benefit by it.

4394. Then if that were the case, what would create the transfer of which you have spoken, of one half of the trade to the Baltic?—If it makes no difference in the price to the consumer, of course it could not have the effect that I have stated; but what I mean to say is, that if there be an alteration of 10*s.* a load to the consumer in the ports of England, and the trade is removed to the Baltic, it will almost destroy the Colonial carrying-trade.

4395. You have stated that there would not be an alteration to the consumer?—Not in price; I have already stated that the Baltic trade is receding from us every day. I have put in a statement to show that of the whole of the ships arriving from Prussia, out of the 17 that have arrived, there is only one British vessel, a small vessel of 90 tons, which would not bring timber.

4396. If the price to the consumer remains the same after the reduction of the duty of 10*s.*, which you have stated would be the case in your opinion, what inducement would there be for a transfer from the Colonial trade to the Baltic trade?—If there is a reduction of 10*s.* per load duty, and the price advanced upon the other side 10*s.*, it makes the thing as it was.

4397. In giving the answer you have just given, was not that answer made in contemplation that the advance in the price of timber in the Baltic would be occasioned by a transfer of a large portion of the timber trade from the Colonies to the north of Europe?—It was.

4398. What other circumstance but an increased demand for timber from the Baltic could, in your opinion, materially raise the price there?—I have already stated, that with a limited demand upon the part of Prussia, it is advancing, and therefore I do consider, that if you go there for a larger quantity, upon a market already advancing, it must cause an increase of price.

4399. Do not you think it would be a very unwise measure on the part of Parliament to reduce the duty 10*s.* a load upon Baltic timber, unless they secured the benefit of that reduction to the consumer?—I do; I consider it would be very unwise.

4400. You have stated that the trade carried on between the port of Sunderland and the North American Colonies has not, in your opinion, been a profitable trade to the shipowner, but does not it afford the means of subsistence to a very large number of persons living in the port of Sunderland at present?—It certainly does.

4401. Would not the effect of any material diminution of the carrying trade between Sunderland and the North American Colonies be to throw those persons out of employ, and oblige them to have recourse to some other means of employing their capital and industry?—Unquestionably.

4402. Have you any knowledge, from your own long experience in the port of Sunderland, of any other trade or business whatever by which any great number of persons could employ an additional amount of capital or their daily labour to any advantage?—I have not.

4403. Is not every description of employment in the port of Sunderland already overcharged both with capital and labour?—It is.

4404. Have the merchants and shipowners in the port of Sunderland petitioned Parliament against any alteration of the timber duties?—The merchants and shipowners and ship-builders of Sunderland have.

4405. Have those persons, who may be considered the consumers of timber in the port of Sunderland and the neighbourhood, petitioned Parliament for any alteration of the duties?—Not one that I know.

4406. Is the carrying trade now between Canada and this country a losing trade?—

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trade?—It is not a remunerating rate of freight that the shipowner has at this time.

4407. Therefore he derives no profit from it?—Little or none.

4408. Then it is not of much value to him as a shipowner?—It is of value to him as a shipowner, because he gets a little profit, which perhaps he is able to live upon; but if you take that trade from him, he is lost altogether.

4409. Then any representation that it is not a profitable trade is an erroneous assertion?—No, it is not an erroneous assertion, because a man may get a profit, and thereby be enabled to live, but then his capital is reducing yearly in its depreciation of valuation.

4410. To make it a profitable trade, what is wanting in your opinion?—An advanced freight.

4411. Is any legislative measure necessary to obtain that object?—It might be done, certainly, if the reciprocity duties were abrogated.

4412. That is to say, if the enactment of 1823 were repealed, and the discriminating duties reimposed?—If the protecting duties were reimposed, then we should enjoy that which we used to enjoy, the Baltic trade.

4413. In your opinion, that is what is necessary for the shipping interest?—I stated that the shipping interest is in a very depressed state, and the profits are exceedingly small. The freights from America have reduced from the time of those treaties up to that time, I believe, from 55*s.* to 37*s.* per load; and the great cause of the reduction was, that the ships trading in the Baltic were superseded by the foreign vessels, and they were driven into the Canada trade, hence came a considerable glut, and hence came a reduction of the freight.

4414. And that is the object which you think shipowners have really at heart, the reimposition of those duties?—I am not instructed to say that from the shipowners, but my own opinion is that that would completely relieve them.

4415. It would cause a rise of freight in the Baltic trade, and that rise of freight would inevitably re-act upon freights in the Canadian trade?—Unquestionably.

4416. So that a reduction of freights in the Baltic trade not only drives into the Canadian trade the shipping which is superseded in the Baltic, but tends to reduce the freights in the Canadian trade, of which British shipping has the monopoly?—I understand so.

4417. Do you consider the assertion to be well founded, that the same ships cannot be suited to the Baltic trade and the Canadian trade?—A great many of them could go to the Baltic, and part of them could not; but the smaller class of ships that traded to the Baltic have been driven from there to the Colonial timber trade.

4418. And of course if they were driven from the Colonial timber trade they would be available for the Baltic trade?—They would be available for the Baltic trade if those treaties were abrogated.

4419. The small ships that might by any change be displaced from the Colonial trade would not be incapacitated from trading to the Baltic, but what would be the fact with respect to the larger ships?—The larger ships would be totally unemployed.

4420. You have stated that the vessels generally employed at Sunderland in the American trade are from 350 to 380 tons?—I spoke generally; there are ships in the American trade as low as 180 tons.

4421. Are the Committee to understand that a vessel from 300 to 380 tons, which is the extreme you have taken at Sunderland, would be unfit to be employed in the Baltic trade?—Certainly, they would be too large for the Baltic trade; they would be too large for Memel.

4422. Would they be too large for Dantzic?—They would have to lie out in the bay, and that is not safe.

4423. Is not a large proportion of the vessels that go to Dantzic for timber of that character?—There may be some large ships belonging to Dantzic people in the trade, but I do not know that any large British ships are employed in the trade.

4424. If large ships belonging to anybody can load at Dantzic, cannot a British ship go and load at Dantzic?—She certainly can load in the same way that a Dantzic vessel does, in the bay; but she could not have the facilities of a vessel belonging to that port.

4425. In what respect?—Because the shipowner on the spot can render any assistance

assistance that might be required, because it is well known to all nautical men that it is a very hazardous thing to load a ship in the bay.

4426. What depth of water is there in Sunderland?—In the spring-tides we have 17 feet.

4427. You have stated that the shipowners of Sunderland have not a remunerating price; will you explain what you mean by the term "remunerating price." Is it your intention to convey that the shipowner does not receive, in the shape of his freight, a return for the actual outlay that he has had in the payment of expenses of his voyage, or that he does not receive an equivalent return as interest for his capital invested?—He does not receive interest for his capital invested, and in fact the present rate of freight barely pays the expenses.

4428. Does 37 *s.* freight from Quebec pay the actual expenses of the voyage?—It barely pays the actual expenses of the voyage.

4429. As you have described that the bulk of shipping belonging to the port of Sunderland is held by persons who have an interest, as tradesmen and as coal-fitters, may not combining the ship owning with their general pursuits obtain upon the whole a living, which would be entirely cut off from them if that portion of navigation were destroyed?—Unquestionably; because now the rate of freight is as low as it can be, and it is natural to suppose that those vessels that are thrown out of the American trade would come upon that trade, and would cause a greater glut still.

4430. Although they may not gain a remunerating profit, yet it is more advantageous to them to continue that business than to sell out at the loss which would be incurred by the sale, and to invest the proceeds of the sale of their property now invested in shipping in other pursuits?—If they were to sell their shipping, they must submit to a very great sacrifice indeed. I consider it is better for them to go on and receive the freight that pays them their expenses and leaves them a little to live upon, in hopes that the wisdom of the Legislature may relieve them in withdrawing them from that competition with foreigners in the Baltic, which they are totally unable to compete with.

4431. Do not they go on building?—They go on building, but let it be distinctly understood, that although they are going on building, the ship-builders of Sunderland are not in a flourishing state.

4432. Have there been many failures amongst ship-builders?—Very considerable; we lost 1,900 *l.* by one in last year.

4433. Is the price of tonnage falling for ship-building?—I think the price of tonnage is not falling, because it has now fallen as low as it possibly can, and in fact, a ship-builder, after he builds his ship, can barely get what she has cost him.

4434. And yet they go on building in the port of Sunderland?—They go on building, for this reason, that the ship-builder has perhaps 10 to 20 or 30 apprentices, who are bound to him for a period of years, and he works with those boys, and by working with those boys and being at a port where there is a large importation of timber and great competition among merchants, he is enabled to buy his timber at the port of Sunderland at I believe a lower rate than any other place; hence it has become almost a manufacturing town for ship-building for the whole island.

4435. Does ship-building go on increasing in Sunderland?—No, it rather decreases.

4436. But in point of fact they continue carrying from Canada to this country from the port of Sunderland; and they continue ship-building in the port of Sunderland, with either a very small remunerating price, or no remuneration whatever?—They are carrying on the American trade as shipowners, at not a remunerating profit; and I have already stated, that they could not sell those ships but at a great loss, and they continue them in hopes of better times.

4437. Are there many old ships for sale in the port of Sunderland now?—There are both old and new.

4438. Has there been an unusual number of old ships brought to sale lately?—They have been brought to sale, but they would bring no price.

4439. Are there a great many for sale now?—There are a great many that would be glad to part with them, if they could find purchasers.

4440. Are there many old ships advertised for sale?—I cannot answer that question, because the mode of offering a ship for sale is not by public advertisement, but by putting a broom at the mast-head.

4441. Are there many with brooms at the mast-head now?—I cannot say.

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4442. Are there many new ships on the stocks now?—Yes.

4443. What is the present cost of building a new ship at Sunderland?—From nine guineas per ton to about 17 guineas. Although a number of ships are building at the port of Sunderland, it is not for the port of Sunderland alone, it is for the United Kingdom; they are purchased at the port of Sunderland for the different ports of the United Kingdom; and from what I have stated, the advantages they have in cheap building enable them to supply the whole island.

4444. The ship you can now buy at nine guineas a ton, what would that have cost in 1821?—I think 12 guineas.

4445. And that which now costs 17 guineas, in the same proportion?—I should think so.

4446. Are there many of the old ships in Sunderland that were mortgaged about the period of 1821?—There are a great many more I think mortgaged since, but I have no means of knowing that.

4447. So that those parties who borrowed money upon the mortgage of their ships in 1821, would be considerably distressed?—There have been many considerably distressed.

4448. Owing to the price of new ships falling very much, and the value of ships therefore generally falling, would not the parties who borrowed money upon mortgage of their vessels some years ago, now be very much distressed?—It has not arisen so much from the actual difference in the price, as for want of a remunerating profit.

4449. Has the cost of building ships at Sunderland fallen, as well as the remunerating price?—The expense of building has fallen.

4450. In the same proportion as between nine and 12 guineas?—Not in the same proportion.

4451. Has it fallen considerably?—It has fallen, but nothing equal to the difference of 3 *l.* a ton.

4452. In what particulars has it fallen?—It has fallen to a great extent in the carpenters' wages; the ship-builder was enabled to give the men employment and fair wages, but now he is principally driven to employ apprentices. And there has been a fall of timber, but nothing to the extent of the difference of price, because then the ship-builder had a fair profit upon his ship-building.

4453. Is there an unwillingness now to bind apprentices to the trade of ship-building in Sunderland?—Yes.

4454. Has the ship-builder a difficulty in finding lads as apprentices?—He has no difficulty in finding lads as apprentices, but he has a difficulty in employing them, at least he will not take them now.

4455. Are the Committee to understand, that since the year 1821 the number of apprentices bound to ship-building in Sunderland has gone on decreasing?—No; but the employment of the regular carpenters has decreased.

4456. Are there fewer shipwrights in the port of Sunderland than there were in 1821?—I believe there are fewer shipwrights employed now than at that time.

4457. Have you any means of knowing that fact?—I only speak to those things generally.

4458. Are there fewer apprentices now than in 1821?—I do not think there are fewer apprentices; I think they are generally using apprentices.

4459. If they are generally using apprentices more than they did before, whence arises the unwillingness of shipwrights to take apprentices?—I am only speaking to this generally; all I mean to say is this, that the ship-builder, from want of a fair profit upon his ship-building, is obliged to employ those boys generally in lieu of the men, who are frequently out of employment.

4460. Are there more or fewer ship-builders now in Sunderland?—I think fewer.

4461. Can you state the amount of ships or the amount of tonnage built last year, and the year preceding, and in 1821?—No, I cannot; I only speak generally.

4462. How much a ton will a person who has a new vessel built, at 10 *l.* a ton, be able to borrow on mortgage upon it?—I cannot speak to that.

4463. What is the habit of persons who advance money upon the mortgage of vessels?—I can say what our habits are in selling to those ship-builders; we have generally to wait for payment for our timber till they sell the ship, because they are in such an impoverished state that they can make no regular payment to us; and occasionally we have to take the ships; we are very often obliged to take the

ships

ships altogether in payment for the timber, and we have occasionally to supply them with wages.

4464. Are the ships generally built on speculation, or to order?—They are generally built on speculation.

4465. How do you account for the building of ships on speculation if there is no profit on building?—Simply by this; a man is brought up to ship-building, he has a yard, and if he can only get his weekly wages it is better for him to go on building than to wander through the streets without employment.

4466. But the fact is they go on building in Sunderland on speculation, either in the receipt or in the hope of profit?—They have gone on in a way that has caused much distress amongst them. I have already stated that we ourselves lost last year 1,900 *l.* by one ship-builder, and we had some other serious losses.

4467. Is not that the case with many other lines of business, that they are carried on even in spite of declining profits?—Yes.

4468. In agriculture, for instance?—I believe it is.

4469. May it not be that the losses would be less by carrying on the business than they would be if they entirely abandoned it?—If they entirely abandoned it they must starve.

4470. Has not the number of building yards increased in Sunderland?—I do not believe it has.

4471. When did you cease to be a considerable shipowner?—We were much larger shipowners before the reciprocity duties.

4472. You say the number of ships belonging to the port of Sunderland has increased; do you know whether the proportional number of the first class of ships to the aggregate number is greater or less now than it used to be in former years previous to 1823?—I cannot speak to that.

4473. Do you consider that the port of Sunderland has advantages in reference to ship building which few ports possess. The question refers especially to the opportunity which the ship-builders of the port of Sunderland have of procuring their timber at very low freights by ships which have taken cargoes of coals to the westward. Is not that one circumstance which may occasion a larger proportion of ships to be built in the port of Sunderland, and is there not also another circumstance, that it is the practice of the ship-builders of the port of Sunderland to take apprentices, and therefore so long as they can employ those apprentices without a loss, is not it their interest to employ them in the building of ships?—Certainly.

4474. And therefore, may not ship-building in the port of Sunderland even increase, while at the same time in other parts of England it may be upon the decrease?—Most certainly.

4475. You have made a statement with respect to ships not being profitable in their employment in the carrying trade with the North American Colonies; what do you consider to be a fair rate of profit for a shipowner having a ship so employed?—I have stated the present rate of freight now to be 37 *s.* to 38 *s.*, and I think a remunerating freight should not be less than 45 *s.*

4476. What per cent. do you consider would be a fair return for a shipowner upon his capital embarked. Suppose it cost 10 *l.* a ton, how much ought he to have after paying the outgoings?—I think a ship depreciates in value from five to seven per cent. annually. I think, from the casualties of the voyage, he should not have less than a 10 per cent. profit, because an accident might happen during the voyage, by which he might lose considerably.

4477. You think his gross returns ought to be about 17 per cent?—From 15 to 17 per cent.

4478. Have you a hope of regaining from 15 to 17 per cent. without a reimposition of the duties which existed in 1821?—In times like these, when there is such competition, shipowners probably might be content with a little less, but I do not think they will get a fair remunerating profit unless they are allowed to have a fair participation in the Baltic trade, which they have not now.

4479. And in your opinion, can they regain that without reimposing the duties in question?—I do not see how they can.

4480. Either those duties or some discriminating duties?—Or some discriminating duties, for it is impossible that we can compete with them.

4481. You have stated that the British shipping cannot compete with the shipping in the Baltic, in consequence of the great disparity in the rate of wages

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and victuals; are you aware of any advantage possessed by British shipping to countervail those disadvantages?—I am not aware of any.

4482. In point of construction, is there any superiority possessed by the British shipping over those of the Baltic?—There is not now; in fact they go with less men now than the British ship does.

4483. In the capacity of the ships have the British any advantage?—No; they have imitated the building of British ships altogether; in fact I have been on board as fine foreign ships as British.

4484. Do they navigate with fewer hands?—They do.

4485. Do they make their voyages with equal or greater celerity?—Certainly.

4486. Have you any instance that you can adduce?—I was on board of a ship in Limehouse, of near 500 tons, now discharging on her second voyage from Dantzic.

4487. Do you know anything of the recent case of a Norwegian ship?—I was on board a Norwegian ship called the Emanuel.

4488. Do you know anything of a ship that arrived yesterday?—Yes; it used to be the opinion that we had a decided advantage in navigating the coast of England and the different parts of the Swin. Now I know the other day a Norwegian ship came from Norway, made a very quick passage, and she came the whole of the way without a pilot; therefore we have not that advantage over them.

4489. Do you know when that ship left Norway?—Yes, I have a memorandum of it; a Norwegian ship of 600 tons left Norway on Thursday morning last, the 23d instant, a ship drawing 18 feet water; this is a very large ship, and of course very difficult to navigate through those sands and up the River; and in fact, I do not believe many British masters would come without a pilot; he sailed on Thursday, and arrived off Lowestoft on Sunday the 25th, and reached his moorings at Deptford yesterday, the 27th, and she came through the Swin without a pilot.

4490. Has not it been blowing a gale of wind from the north-east lately?—It has been blowing strong.

4491. To what circumstance do you ascribe the greater celerity of the foreign merchant ship than that of the British ship?—They are altogether used for the timber trade, and those ships that have been consigned to us we have invariably found discharge their cargoes in much less time than the British ships do. The men are more regular in their habits, they work much longer hours than the British seamen will do, or can be made to do.

4492. In the port of Sunderland, are the earliest importations of the seasons from the Baltic made in British or foreign ships, or were they so when British ships were in the habit of going that voyage?—Foreign ships were the earliest.

4493. Late in the autumn, do not British ships bring cargoes to this country at a later period of the year than the foreigners do who have to return to their own ports?—I do not think they do; for we have had them very late in the season indeed.

4494. You have said that the foreign ship sails quicker, that it is cleared sooner, and that it is navigated by a fewer number of hands than the British ship. Is the inference you wish the Committee to draw, that the foreign seaman is a better seaman than the British seaman?—The foreign seamen are under more order than the British seamen, and in point of discipline and hardihood, they are quite equal to the British seamen; in fact, the Norwegian, the Prussian and the Swedish seamen, I deem preferable to the British.

4495. You have stated that there has been some increase in ship-building in the port of Sunderland of late years, but you are not aware of the amount. Has not the ship-building in the port of Sunderland since the year 1821 trebled itself?—I should think not.

4496. Have you ever seen a return which was made in 1832, showing that the amount of tonnage built in the years 1821 and 1822 was each year about 6,500 tons, whilst in 1832 it was 24,000?—I have already stated that I have not seen any of those returns, and that it is probable there might be an increase of that trade, arising from the state of the coal trade.

4497. How can that great increase, to treble the amount, have gone on in Sunderland without your being acquainted with it?—I have stated that I did not know it from any official returns, and I have stated that the coal trade has increased

to

to a very great extent in Sunderland by the opening out of new collieries, which has caused a great demand for shipping in the way I have spoken of. Mr. *John Spence.*

4498. Has not ship-building greatly decreased in the neighbouring port of the Tyne?—Almost altogether, and at Whitby it has almost altogether ceased. 28 July 1835.

4499. Has there been any transfer of ship-building from other ports to Sunderland?—Yes; I think the ship-building at Whitby is almost altogether transferred to Sunderland.

4500. Then do not you think the increase may be mainly ascribed to that?—I think in a great measure to that; indeed, the demand from all parts of the island has come to Sunderland.

4501. How long have you been acquainted with Sunderland as a port for ship-building?—I should think 40 years.

4502. You said that 15 to 17 per cent. would be a remunerating profit to the shipowner; can you state what was a remunerating profit to the shipowner in the year 1821?—I should think fully that.

4503. Had he that profit in the year 1821?—I should think he had.

4504. Is there anything else you would wish to state to the Committee?—As far as my own opinion goes regarding the timber duties, looking at the question in all its bearings, and looking at the large annual importation of timber into this country, and looking at the fact that the price in all the ports where timber is exported from is greatly on the advance, I should consider it to be the policy of this country to keep all the ports open from which they receive timber, because if it is already advancing now, if we shut out any port it must enhance the price, and I consider at the present moment that all are in fair competition.

Mr. *John Miller*, called in; and Examined.

4505. WHAT business are you engaged in?—I am a shipowner, largely engaged in the importation of timber from the Colonies, and a general commission agent at Liverpool. Mr. *John Miller.*

4506. Are you engaged in shipping to any extent upon your own account?—I am.

4507. To what extent?—The house with which I am connected as a partner own one ship of 813 tons entirely, and one half of another of 647 tons, and we are part-owners of two or three lesser ships, one of 331 tons, and another of 321 tons, and we are managing owners of those lesser ships.

4508. What is the firm of your house?—Cannon, Miller & Co.

4509. Do you employ your ships in the Colonial timber trade?—Not solely.

4510. Are you in the habit of chartering ships for that trade?—Very frequently.

4511. Do you appear here on behalf of any association at Liverpool?—I have been delegated to give evidence upon this question by the North American Colonial Association, of which I happen to be chairman this year.

4512. Will you state to the Committee your opinion of the present state of shipping engaged in the trade with the British North American Colonies?—I think it is very unprofitable to the shipowners generally.

4513. What are the rates of freight at present from America to Liverpool?—From the lower ports the average is 35 *s.*; from the Canadas, 39 *s.* per load.

4514. Do ships engaged in that trade take out any outward cargo?—From Liverpool they take a very considerable quantity of rough freight.

4515. Of what does that consist?—Salt, and coals, and earthenware.

4516. Many passengers?—Not many passengers from Liverpool.

4517. Where does the salt go to?—To Halifax and to St. John's, New Brunswick, and a large quantity to St. John's, Newfoundland; the export of salt in all to the British North American Colonies from Liverpool may amount to from 45,000 to 50,000 tons annually; this year it is less than usual, on account of the high price of salt.

4518. At what rate of freight is it exported?—To the loading ports the average rate obtained is not more than 5 *s.* a ton, to Newfoundland it is 13 *s.* to 14 *s.*, and to Halifax about 12 *s.* 6 *d.*

4519. At what rate do you suppose that that salt would be exported if you had not the advantage of the timber trade to give a profit upon the voyage back?—I think that it could not be exported to the loading ports at a lower rate than what I have named to those which are not loading ports, namely, 13 *s.* per ton.

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4520. What is the reason of the high price of salt this season?—It is a monopoly; they have fixed a price which is about 50 per cent. higher than that which we have been in the habit of paying for it the two or three previous years.

4521. Is there any considerable quantity of shipping entering the port of Liverpool from the Baltic in the course of the year?—We had last year 94 vessels with lumber and other wood articles from the Baltic.

4522. What proportion of British, and what proportion foreign?—Eleven British and 83 foreign; I have a statement of that, which I will put in. We have great difficulty in procuring official documents: that I collated from the list kept in the underwriters' rooms.

[*The Witness delivered in the same.*]

4523. To what circumstance do you attribute the great disproportion of the British and foreign tonnage engaged in the trade?—To the difference in the cost of the ships, and the cost of navigating those ships, and to the fact that we are taxed on all sides, and those ships are perfectly exempt from such taxation.

4524. Are you aware as a fact of there being that difference in the expense of navigating?—I am; I can put in a statement of the difference of the expense of provisioning a ship in this country, at Liverpool, and on the Continent.

4525. What means of information is that derived from?—It is deduced from an application made by myself, in reference to salt provisions, to a great provision-house in that trade, Messrs. Henderson, Sellar & Co.; and in reference to bread and flour, and stores of that kind, from the returns of a house in that particular trade: and in reference to prices in the Baltic, I have obtained it from prices current and from information obtained from a house very largely deriving from the north of Europe supplies of that kind for Newfoundland. I have got the prices from 1825 to 1828 of salt provisions, and flour and bread in Liverpool. I could not obtain the prices in Hamburgh for those particular years; but from 1829 to 1835 I have the prices in each particular place. In 1835 the price of pork at Liverpool is 48*s.*

4526. How much per cent. upon the average is the difference?—I have not struck the average.

4527. Suppose a British ship going to the Baltic makes three voyages a year, are not the greater part of her provisions during the period obtained in the foreign ports?—They may be; and perhaps they are.

4528. Supposing it should appear, on comparing the price of provisions at Liverpool and the price of provisions in the foreign market, that in the foreign market they are 50 per cent. below the price in this country, would it be fair to take the cost of provisioning a ship during the whole year, trafficking in the Baltic, at 50 per cent. in the case of a British ship above the cost of provisioning the foreign ship?—So far as regards ships trading to the Baltic, I think it would not be fair so to state it; but in reference to ships trading more generally, it would be perfectly fair to do so.

4529. Are the provisions consumed on board a British ship of the same quality as those issued to seamen in the Baltic ships, and are the quantities that are consumed on board the two the same?—They are deficient, to my certain knowledge, in both quantity and quality.

4530. So that although the British ship might be able in the Baltic to purchase the Baltic provisions, yet the expense of provisioning the British crew must still be considerably greater than that of provisioning a Baltic crew of equal number?—Undoubtedly; a British crew would not be satisfied with the provisions ordinarily supplied to foreign seamen, but there are certain articles, such as bread and pork, which can be got of perfectly as good quality in the Baltic.

4531. Is the bread used by the Baltic seamen of the same quality?—I think the bread used by the Baltic seamen is very inferior to that used by the British.

4532. Is the rate of wages the same, or very different?—The rate of wages is more than double in the British ships. I presume the rate of wages in Norwegian ships to be from 15*s.* to 17*s.* 6*d.*; with us it is 50*s.* per month.

4533. What are the wages of the Prussian?—From 25*s.* to 26*s.*

4534. Are the articles of which the outfit of a ship is composed cheaper in the Baltic than in England?—Materially cheaper; I mean cordage and sails; chain cables I think are cheaper here.

4535. Is it your opinion that, from the diminished cost of the outfit and expenses of navigation, the Baltic shipowner can greatly undersail the British shipowner?—There is no doubt of it.

4536. Can

4536. Can you state to what extent per ton?—A British shipowner would require to the east coast 21 *s.* freight for timber, when the Baltic ship would make better out of it at 18 *s.* per load.

4537. Were the present rates of freight from the Baltic established by the competency of the foreign shipowner to navigate in that trade?—Certainly.

4538. Do you think that the rate of freight established in the Baltic timber trade regulates the rate of freight from the British Colonies, in which the foreigner does not enter?—It must affect the freight in all trades; perhaps more particularly in that.

4539. Are you prepared to state how it operates indirectly upon the Colonial timber trade?—When a British shipowner is displaced from one trade, he will naturally resort to another, and to that which he conceives to be the next best; and I presume that if any deficiency in the remuneration of freight to the Baltic could be made up by resorting to the Colonial trade, the British shipowner would naturally do so.

4540. Do you consider that it is the low rate of Baltic freights that have produced the depression you have described upon Colonial freights?—In a great measure, certainly.

4541. You have stated that you consider the Colonial timber trade to be an unprofitable one to shipowners; would it not be an obvious inference from that, that the loss of a trade which is unprofitable can be no disadvantage?—I do not know what other trade the shipowners could resort to with their present class of ships.

4542. What do you think is about the average of the outward freight made by ships sailing from Liverpool in the Colonial timber trade?—If you took the whole into account, I would say the average outward freight was not 5 *s.* a ton to those that obtain such freights; a great number of them go in ballast.

4543. Do you think that 5 *s.* a ton outward freight, and 39 *s.* homeward, is not a remunerating profit?—I think it is.

4544. Have you any statement of the result of any ships?—I have a statement of the result of the last five voyages of a Whitby-built bark, the Dowson, owned by Mr. Boyes, and certified by him as being correct; and he states, charging interest at five per cent. per annum upon a moderate valuation of the ship, a loss upon these voyages of 295 *l.*; and I am satisfied that in any ship under 400 tons, not a very large carrier, there is a loss.

4545. Then are you satisfied that there is a loss upon almost all ships under 400 tons in the Colonial trade?—At 35 *s.* alone from the lower ports there is.

4546. The great loss is upon those ships which, being small, are particularly applicable to the Baltic trade?—Yes, the great bulk of the north country ships.

4547. Are not most of them old ships which are employed in the lumber trade?—Not now; we have an immense number of very large Canadian and New Brunswick-built ships, which are in a great measure superseding the old British-built ships.

4548. So far as British ships are employed in the trade, are they not generally old West Indiamen?—They are generally old; I would not say West Indiamen, but principally ships best calculated either for the coal trade or the timber trade.

4549. What, in your opinion, would be the effect upon British shipping of either an increase of 10 *s.* per load upon Colonial, or a diminution of 10 *s.* per load upon the Baltic timber?—I would say that it would necessarily make bad worse.

4550. In what way would it operate, in your opinion, and to what extent?—I think the additional duty upon American, would operate more prejudicially to the British shipowners than a decrease upon the Baltic, inasmuch as I think it would more immediately throw out of production a large quantum of inferior timber now obtained from British North America. I apprehend that we should have to resort to the north of Europe to supply that deficiency, and I apprehend also that that timber would principally be brought in Baltic ships.

4551. What do you think would become in that case of the British shipping now engaged in the North American timber trade?—I see no alternative but absolute ruin. I can conceive of no other employment to which they could resort.

4552. Would not a portion of the better class of them be driven to seek employment in other branches of trade?—They would find those already glutted.

4553. Would not the effect of throwing an increased tonnage upon trades which you describe as being already glutted, be to produce great depression in those branches of trade?—Unquestionably, to the shipowners.

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4554. And therefore to produce very disastrous effects upon the British shipping generally?—Certainly.

4555. As for that portion of the shipping so displaced, which from its quality may be fit for the conveyance of timber, and unfit for other trades, what do you imagine must be done with them?—If I were the owner of such a ship, I would break her up, or sell her for breaking up, unless she happened to be mortgaged, in which case I should not probably be permitted to do so.

4556. Have you been in the Colonies yourself?—I have been there eight separate years.

4557. When, most recently?—In 1828.

4558. Which Colonies?—I have never been in Upper or Lower Canada, but New Brunswick and Nova Scotia I know perfectly.

4559. Of the vessels that you have had anything to do with, were many of them mortgaged?—A ship of 813 tons, belonging to the firm with which I am connected, fell into our hands under a mortgage not six months ago.

4560. Do you believe that a considerable portion of the vessels engaged in the American timber trade are mortgaged?—I believe so, from what I have heard in regard to ships owned in the north of England.

4561. So that the owners are almost forced to keep them afloat, whether they will or no?—The mortgagees exact it, in hopes of being able to pay expenses and interest.

4562. Can you state about what proportion of the ships employed in the Colonial timber trade, sailing from the port of Liverpool, are mortgaged?—I do not know a single ship in Liverpool so situated; and I do not believe there is one in 300, and I suppose our ships altogether number about 1,000.

4563. Is not that owing to the opulence of the port of Liverpool?—Not so much to the opulence of the port, as to the disposition of parties there hoping to derive advantage from making advances without the security of a mortgage; I myself make large advances in that way. I obtain a commission of two-and-a-half per cent. upon the freight if they are chartered for carrying, and if I sell a cargo on the owner's account I charge four per cent. upon the sales.

4564. What is your security?—None.

4565. Do not the tradesmen who furnish the outfits of the ships take the same course, and give credit to the shipowner for the sake of the advantage that they hope to derive as tradesmen?—They give that credit, and to my knowledge they are often very indifferently paid.

4566. Where you sell the cargo you charge four per cent. commission upon the price of the timber; what price?—Upon the long price.

4567. What is the selling price of yellow pine timber at Liverpool at present?—It varies from 19 ½ *d.*, to 22 *d.* per foot.

4568. What is the shipping price?—In Canada I would state it at 4 ½ *d.* as the average of the year, and in the lower ports from 18 *s.* to 24 *s.* a ton; 4 ½ *d.* is the price per foot in Quebec, and the selling price of that timber is 19 ½ *d.*; but when it is calculated that we sell by what is called girth measure, I apprehend it will stand as 5 *d.* to 19 *d.* per foot. I have prepared *pro forma* account sales of the different descriptions of Colonial wood articles imported into Liverpool, and (perhaps partly arising from local circumstances connected with that port) I am sorry to say, they, with one exception, show a loss.

4569. And notwithstanding there is no great profit, yet the advances are perpetually made without security?—I have been making them for the last 15 years.

4570. And it is the general habit of the trade?—With all parties engaged as I am, in the Colonial trade.

4571. Are they frequently attended with loss?—I have rarely or never lost by making such advances.

4572. You would not lose, although the parties shipping the timber or the shipowner would?—I have invariably endeavoured to throw the onus of importing off myself.

4573. You have stated, that you consider the carrying this timber from Canada to be not profitable to the shipowner?—I have stated, that in reference to a peculiar class of ships, with which I have as little to do as possible, it is not a profitable trade.

4574. You were understood to state, that you do not consider it a profitable business to the importers?—I have exhibited a statement upon the subject, in so far

far as Liverpool is concerned, which shows a loss upon every article but that of yellow pine timber from Canada.

4575. Is it not evident that a trade which is carried on by a great portion of the parties concerned in it at a loss, and which mainly depends upon advances made without security, cannot be a healthy state of trade?—I will state the peculiar circumstances of Liverpool, which may perhaps account for the reason why it is there carried on to a loss, and that is, the facilities there are for obtaining outward freights from Liverpool, by which we produce occasionally rather more than makes up the loss on the import cargo.

4576. Do you refer to salt particularly?—Salt particularly, coals and earthenware; and we ship from Liverpool a large portion of the manufactures of the surrounding district.

4577. So that though there may be a loss upon the homeward voyage, that is compensated by the outward voyage?—Upon ships of our own, obtaining outward freight, it frequently is.

4578. Is the profit upon the outward voyage exclusively confined to the larger ships?—In the large ships owned in the Colonies, the parties owning them contrive as much as possible to give them the greatest extent of outward freight, and so far it is a forced trade.

4579. Is the profit upon both voyages taken together, the outward and the homeward, almost exclusively confined to the large ships?—It is not so; because many of the smaller ones go on to the Colonies, many of those that go to Newfoundland with salt (getting 13 *s.* for outward freight,) do so, and there load with timber.

4580. You were understood to say, that the loss principally fell upon the vessels under 380 tons?—From 200 to 400 the loss principally falls; vessels under 200 tons almost invariably get outward freights if they are fit to carry cargoes.

4581. Are those vessels fit for the Baltic trade, of from 200 to 400 tons?—Those ships may go to the Baltic, to some of the ports.

4582. What proportion of the ships that go out from Liverpool to the Colonies for timber take freights outward; is there as much as half?—Yes; if you take the smaller ships that go to Newfoundland and go on to the Colonies, there are about one-half that obtain outward freights.

4583. What freights?—Not full freights, except to Newfoundland and Halifax; but they obtain as much to other ports as is required to ballast them.

4584. Do they get outward freights in the Baltic trade?—It depends upon where they go; if to Russia, they sometimes obtain outward freights; if they go to Sweden or Memel, they would not.

4585. Would they get any outward freights of salt to Prussia?—Except in one instance, I never knew for many years of a British ship getting an outward freight of salt to Prussia.

4586. Are there not particular regulations which render it almost impossible?—Yes, in effect.

4587. Is not the importation into Liverpool of timber from North America very large?—Of timber, it is two-sevenths of the whole importation of the United Kingdom.

4588. Where is that chiefly consumed?—In the manufacturing districts around us, and in Liverpool itself, which is an immensely increasing port.

4589. Do you think that the inhabitants of those districts would feel severely and injuriously the operation of any measure which should have the effect of limiting the supply or raising the price of Colonial timber?—They would feel it in the ratio of the enhanced price, which enhancement I apprehend would be considerable.

4590. In consequence of what?—If the intention is to add to the duty, then I say the consumer is prejudiced by that advanced price; and more than that, he would be prejudiced by an increased price in the Baltic, from the increased demand.

4591. Supposing the duty to be diminished 10 *s.* upon the Baltic timber?—I have always been of opinion that the existing scale of duties tended to give to the consumer the most ample supply at the lowest prices. I think, if you reduce the duty upon Baltic timber 10 *s.*, allowing American to remain as it is, you will throw out of production from 30,000 to 50,000 tons of the inferior timber of Nova Scotia and of some parts of New Brunswick ,and that that deficiency would

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be supplied from the Baltic. Looking to the peculiar circumstances of the Baltic, and to the fact of rising prices there, I am decidedly of opinion that an increased demand for timber from the Baltic would be very injurious to the consumer in this country.

4592. What markets would be substituted for that inferior timber which now comes from America, in your opinion?—It is the smaller scantling of timber that I call inferior, coming principally from Nova Scotia, which is nevertheless suited for and applicable to various purposes, and I apprehend that we should derive such principally from Norway.

4593. Therefore we should be in that case opening a market to this country which is at present closed to it?—It is not closed to us, excepting from the inferiority of the article.

4594. Is it not virtually closed by reason of the high duty it pays?—Norway, as a market for timber, is in a great measure so closed.

4595. Was not it formerly, when the duty was moderate, imported into this country in large quantities?—Norwegian timber was.

4596. Would not the new market be opened at the sacrifice of at least an equivalent market in New Brunswick?—It would be opened at a great sacrifice, not only to the consumer of timber in this country, but to the Colonies, and to every interest connected with them.

4597. Are you sure that under the existing duties the price of Baltic timber is rising, saving always particular circumstances, such as in certain years a want of water?—I am; in Dantzic and Memel and Riga.

4598. Is it progressive in a series of years?—I think it has been progressive; but this year I know for a fact that the prices in the Baltic are considerably higher than they were previously.

4599. Can you sustain that by the production of invoices for a series of years?—I have never imported timber from the Baltic; but I know that this year they are paying 20*s.* to 22*s.* for common middling timber at Dantzic and Memel, whereas two years ago they got it from 15*s.* to 16*s.*

4600. Are there not peculiar circumstances affecting the price of Baltic timber this year, arising from the want of water in the last year?—I have heard that there existed a want of water, but I apprehend there are other causes concurring to produce an advance in price.

4601. You have stated that the price of Memel and Dantzic timber two years ago was 15*s.* or 16*s.*; was it 15*s.* or 16*s.* eight or nine years ago?—I think not.

4602. Was it higher or lower?—I think eight or nine years ago it was higher.

4603. So that there has not been a progressive rise during a series of years in the price of timber, but it has jumped from 15*s.* or 16*s.* to the present price?—I think it has been progressively advancing for two or three years.

4604. Has not a permanent decrease of demand the necessary effect of drying up sources of supply?—The demand from the Baltic for timber was greater last year, and the import was greater than it was the year before.

4605. Take a series of years since the period of the present arrangement of the duties, if upon the whole the demand shall have been permanently less, will not that account for the decreased supply, and a consequent increase of price?—I am quite confident that a decreased demand for, will always lessen the production of any article whatever.

4606. And ultimately lead to an increase of price?—That does not necessarily follow; it may.

4607. You have stated that the effect of diminishing the duty upon Baltic timber 10*s.* a load would be prejudicial; will you describe what would be the effects of that reduction; what would the progress of the trade be under such a reduction, both as to price and as to quantity?—I think that, providing you take 10*s.* off the Baltic, you may throw from 30,000 to 50,000 tons out of production in the Colonies, and you will be obliged to go to the Baltic for an increased supply, and then you will pay a very increased price in the Baltic for it; and I think also it would go out of the pockets of the consumers in this country, because I believe you cannot increase the production of the Baltic very much without increased price.

4608. What is it that would cause this transfer of 50,000 tons from the Colonies to the Baltic; must it not be the circumstance of a fall in the price of Canadian timber here, which would prevent the Canadian importer from getting so much for his timber?—He would not get so much for his timber, and that circumstance would cause a transfer, and that would operate most strongly upon the qualities

qualities of timber most nearly assimilated; and the demand for the inferior timber of Nova Scotia is that which would be transferred to the Baltic.

4609. You have stated that the Canadian importer would not get so good a price for his timber here; would the Baltic importer get a better?—I do not know that he would get a higher price, because Baltic timber is decidedly getting into very considerable disrepute.

4610. Then is it your opinion, that in consequence of that reduction of duty upon Baltic timber, there would be a rise of price of Baltic timber?—Most unquestionably, in the Baltic.

4611. What rise of price do you think would take place?—I have reason to know that at least two-thirds of the timber that is brought to Memel, is brought down, having served the purposes of floats for other goods. I know that you cannot indefinitely increase the quantity of goods that are brought down either the Vistula or the Niemen, and I believe that by that means about 10 *s.* or 12 *s.* a load is saved to the producer; and if you increase the demand for timber from the Baltic, you must pay at least that increased price.

4612. Do not you think that to get 50,000 loads more of timber in the Baltic, you must increase the price to the extent you have stated?—Yes, at least 10 *s.*

4613. So that the reduction of duty would all be swallowed up by the increased price?—It would be absorbed in the Baltic; the consumer would not be benefited by it in the least; the revenue might.

4614. Then the price of Baltic timber to the consumer would remain the same?—I think that from other causes, operating together with that, the price of Baltic timber will be lowered rather than increased, because I apprehend that American timber, as its qualities are now so much better understood, enters more successfully into competition with the Baltic.

4615. You have stated that the price of Baltic timber in the Baltic would be raised 10 *s.* to supply a demand of 50,000 tons; would not that make the price of Baltic timber just the same as it is now in this market?—Independently of other circumstances, I can see no other alteration in this market; but from the operation of other causes I conceive it would be lowered.

4616. The price of Baltic timber remaining the same, what effect could arise upon the price of Colonial timber?—Because you would displace so much Colonial timber that requires to be replaced with Baltic; my own impression is, that it would lessen the production of the Colonies and leave the same price for the remainder, because the quality would be better.

4617. Then you think that, in spite of such reduction of duty upon Baltic timber, the price of Canada timber would remain the same?—Of the quantity brought it would, and it would even advance. I have no hesitation in saying, that the consequence of throwing out so large a proportion of the production of the Colonies would be to advance the price and to improve the quality.

4618. So that with respect to all the timber which comes from the Colonies, with the exception of the inferior timber of which you have spoken, you think the same price would be obtained, and the same quantity come as now?—With the exception of that 50,000 tons, which would probably be transferred, I think the same quantity would be brought into this country; I would not be surprised if the quantity was increased, from the increasing demand for consumption.

4619. So that in fact the operation of a reduction of 10*s.* duty upon Baltic timber, you anticipate, would be to prevent about 50,000 tons of inferior timber coming from New Brunswick and other Colonies, but not to diminish the price of the better timber that comes from the Colonies?—Not in this country; but it would lessen the profit to the producer of the timber there, inasmuch as he would have to keep back a good deal of inferior timber which he can now ship.

4620. And he must sell the better timber at rather a higher price?—Yes; upon that assumption he must.

4621. How do you reconcile the assertion, that the taste of the consumer for Baltic timber is upon the decline, with the assertion, that the price of Baltic and of Colonial timber is nicely balanced in this market, the duty upon the Baltic being 55 *s.* and the duty upon the Canadian being 10 *s.*?—It may be nicely balanced, and balanced exactly to the taste of the consumer.

4622. Is it in point of fact so nicely balanced at this moment?—I think so, inasmuch as we have a sufficiency of timber from both countries; and I find that instead of the quantity of Baltic timber lessening, last year it rather increased in amount imported.

 4623. That

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4623. That fact being asserted by you, that the quantity imported is rather increasing, the duties being 55 *s.* in the one case and 10 *s.* in the other, how do you reconcile that with the statement that the demand for the Baltic timber is upon the decrease?—I think it is perfectly reconcileable, when you refer it to matter of taste, because in this country you receive exactly what you want from the Colonies, and from the Baltic you receive the same.

4624. Is the quantity of Baltic timber which is required now increasing?—No, I do not think that it is.

4625. Is the stock of timber on hand greater than it used to be?—No; whilst we have had an unusually large importation of Colonial timber, we have now no stock on hand, but we have a sufficient stock of Baltic.

4626. The quantity imported from the Baltic being greater, and the surplus quantity not being greater, is not it clear that the consumption of Baltic timber is increasing?—No, it is decreasing, even at a reduced price.

4627. Is the quantity imported increasing?—Not in Liverpool; in the country at large it is.

4628. Is not it the price of the different articles which governs the consumption of the consumer?—Not so much as the quality of the article.

4629. Do you mean to say that there would not be a different balance between the two articles, supposing there were no difference in the duties?—I mean to say, that for a particular description of American pine I could get 3 *d.* to 4 *d.* a foot more than for any Baltic, but that is but for a small proportion of the import.

4630. For certain purposes, even though there were no duty upon either timber, you think that certain better descriptions of American timber would continue to be imported?—I know it for a fact; I know that now, for the very timber of which I speak as received in very small quantities, I can get a higher price than I can get for any Baltic.

4631. You do not mean to say that the consumption would not be very differently balanced, supposing the market were perfectly free as it regards the duties?—I think then it would be found that the requirements of the country would be about 50 per cent. from the Baltic and 50 per cent. from the Colonies. Supposing the total quantity to be 500,000 loads of square timber, you would get 250,000 from the one and 250,000 from the other, but at very increased prices for both.

4632. Would not then the whole import of timber from the two together be very considerably increased?—I do not think it would be increased from that, it might, and probably would be increased from increasing population, increasing prosperity, and consequently increasing consumption.

4633. Do you infer that the present increase of consumption arises from increased prosperity generally?—I certainly do; I expect that this year we shall have a larger import of timber in the aggregate than we have had in any year since 1825.

4634. You think that it is an indication generally of increasing prosperity?—I think so.

4635. Are you looking at the increase in the whole country, or in the port of Liverpool?—I am looking to the increase in the port of Liverpool, of which I am more cognizant, and I apprehend that it is not inapplicable to the country at large.

4636. As regards the port of Liverpool, is not the import principally governed by the manufacturing districts?—In a great measure.

4637. Are not the manufacturing districts in a state of full employment?—More so than at any period in my recollection.

4638. Is the Baltic gaining or losing in proportion to the whole quantity imported, taking the last five years?—I think that the proportion now existing of square timber and deals is something like 600 Colonial to 500 Baltic.

4639. Has it varied much in the last five years?—Not very greatly; the Baltic is on the average diminishing in its export of timber in the log, and increasing in its export of deals.

4640. When you spoke of a change of taste rather inclining in favour of the North American timber, did not you speak rather with reference to your experience of the manufacturing districts in you own neighbourhood, than to the whole country?—I spoke more decidedly with reference to my own neighbourhood, but I believe it to be applicable also to the port of London. I refer to the prices current, and the import of the port, and the consumption of the different articles, and I find that the consumption of Colonial timber is growing very much upon that of Baltic.

4641. Have

4641. Have you reason to believe, from your intercourse with the leading builders in Lancashire, that the estimation of American timber is much increasing?—No doubt of it.

4642. Can you state any facts upon the subject?—I can state the opinions which I know to be entertained by other people. I know that Mr. Bellhouse, who is the largest dealer in Manchester, has changed the views he formerly entertained as to the comparative merits of the two timbers, and that he now gives a decided preference to the timber from the Colonies.

4643. For all purposes?—For all purposes. He, in building large warehouses, has latterly consumed Canadian yellow pine in preference to Canadian red, or Dantzic, or Memel. He states, I think, that he consumes about 50 cargoes a year; and even when he can get lengths of Canadian red timber, or Memel timber to suit the purpose, he uses in preference Canada yellow pine, and he states his reason that, for the last 15 years he has been a close observer of the different qualities of timber, and the different effects produced upon it by exposure to air and influence of atmosphere, and he finds that when you introduce the yellow pine of Canada into brick and mortar, the ends are little liable to decay, and that the ends either of the red pine timber from Canada, or of Memel and Dantzic timber, are more liable to decay.

4644. Does that extend to out-door window frames and such things?—We have long used the red pine timber from Canada for that purpose.

4645. Is it more durable when exposed to change of atmosphere?—In this country we have not a very great variation of climate, and I apprehend that either timber, if sufficiently exposed to the air, will prove durable.

4646. Is not this opinion of Mr. Bellhouse the result of long experience, and is not it a change from his former opinion?—Decidedly; and in Glasgow, where I know at first they used for building purposes nothing but Baltic timber, this year I wrote to Glasgow to a correspondent of my own, a large dealer in timber, to give me a statement of the proportions of each sort in consumption there, and he told me that the whole consumption in Glasgow of Baltic timber last year was not 200 loads.

4647. If that difference of consumption should have arisen from the difference in price, and not from a sound view of the difference of duration, will not an immense loss of national capital have ensued?—Yes; but it originates in the difference of quality, not in the difference of price, because I show distinctly that where Baltic timber is decreasing in importation, its price is falling; whereas the natural consequence would otherwise be to enhance the price.

4648. Would not a mistake upon that point be a very fatal mistake, as materially injuring the durability of the buildings?—I state nothing upon that point but what I believe I have established by the best evidence.

4649. Have you reason to believe that the same is the opinion in Glasgow which you have stated to exist in Manchester?—More universally in Glasgow.

4650. Has not the use of American timber in ship-building considerably increased?—For the bottoms of ships we use American oak and elm occasionally, and for repairing old ships we use frequently American red pine.

4651. For decking ships?—There can be no question as to that. I would use the American yellow pine for that purpose without any hesitation.

4652. Is not this the reason, that it does not rend with a hot sun?—That is the reason; every practical man must admit that.

4653. Is the market at Liverpool now generally pretty sufficiently supplied both with Colonial and Baltic timber?—Just sufficient, not more, our imports form a very large proportion of the whole import of the kingdom, but we have quite a sufficiency of both.

4654. Have you heard any complaints from the general consumers of timber, of any difficulty in making such a choice for their own consumption as they may deem most advantageous to themselves?—I have heard of none made in any quarter, with the exception of Hull.

4655. Have any parties at Liverpool or in the neighbourhood, that you know of, who may be considered as consumers of timber in contradistinction to importers, petitioned the Legislature for any change of duties?—Never, that I heard of; on the contrary, I believe the universal wish is, that they should remain as they are. I believe the consumers in this country are perfectly satisfied that the present system gives them a most ample supply at the lowest price.

4656. In what manner have you ascertained that?—I have had a great deal of

 experience;

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experience; I have been one of the largest importers in Liverpool for some years, and I come often into contact with the consumers.

4657. Do you mean by the consumers, the retail dealers, or those that have the material converted to their particular use?—I cannot conceive of the retail dealer in timber being separated in interest from the person who has it converted to his own use. I can conceive of the consumer, that is the eater of beef or mutton, being distinguished as an interest from the person that kills the animal, but it is not so in timber; you cannot eat it.

4658. Which of the two do you mean, the retail dealer, or the gentlemen that have deals and timbers cut out for the repairs of their houses?—I mean both.

4659. Do you consider the timber trade carried on between the Colonies and the port of Liverpool to be advantageous to the country at large in many points of view, independently of the trade in timber, namely, with reference to the collateral subjects which you have adverted to before, such as affording employment of ships, and the means of exporting salt, coals, &c. to the Colonies, and in other ways?—Independently of those particular things, I think it affords a consumption for a large proportion of British manufactures, and it affords an outlet to an enormous extent for the pauper population, principally of Ireland; and if you remove the trade, or lessen it in a material degree, you must enhance materially the costs of emigration.

4660. Supposing any large portion of this trade to be diverted from the Colonies to the north of Europe, is it your opinion or not that those collateral advantages could be continued?—In the ratio you transfer it you lose those advantages.

4661. Then do not you think it perfectly illusory to treat this timber question as a mere question of trade in timber, without reference to the other great interests that are collaterally and indirectly mixed up with it?—I think, in mooting the question at all, there must be an absolute forgetfulness of the great interests involved in it.

4662. What are those great interests?—There is the shipping interest; there is every individual connected with the supplying of ships; there is a nursery for seamen created by it; there is a demand for British manufactures created by it; there is an outlet for emigration created by it; and there is a comfortable subsistence to the Colonist produced by it.

4663. And the means of transporting large quantities of salt, &c., which are required for the use of the Colonies, which are now carried out at a reduced rate?—No doubt of that.

4664. You have been asked several questions with regard to the employment of shipping, apparently with a view to show that the employment of those vessels is in itself a proof that they are advantageously employed. Can you suggest to the Committee what course, after a British vessel is once built and registered, her owners, or her successive owners, can follow, except employing her or breaking her up?—They must either employ her, or break her up, or sell her.

4665. Can they build in any foreign country?—Not by the navigation laws.

4666. Might she not be sold to half a dozen owners in succession, each owner losing money by her, after he had attempted advantageously to employ her, selling her at a reduced rate to other owners, and so being found in possession of one who had purchased her at a reduced rate; each party might have lost money in an unsuccessful attempt to employ her advantageously?—No doubt.

4667. In point of fact, do you consider that the mere existence of a certain amount of tonnage, and its employment in some way or other, is in itself any evidence of the prosperity of the shipping interest?—None whatever, the very reverse; the more you increase the quantity, the less you make the profit; I can prove that by reference to the number of ships existing, and the rates of freight current in particular years.

4668. Do you know any other great interest of the country in which capital and industry are employed that is exposed to severe competition with foreigners without any legislative protection whatever?—I know of none: you give a protection to the corn grower of this country to a great extent; and I apprehend myself, looking at it in a national point of view, that it is, if possible, still more imperative upon the Legislature to give protection to the shipowner.

4669. Is not it therefore one of the complaints which the shipowners make, that the Legislature has withdrawn from them the protection which they heretofore enjoyed, whilst that protection to a greater or less extent is still enjoyed by all other interests of the country?—That is a complaint very often made; but in some

some measure it is, in my opinion, erroneously so made. I argue that the sole amount of protection which the Legislature really withdrew from this country was merely the discriminating duty upon Baltic timber when brought in foreign and in British ships; but I apprehend that that happened at a most unfortunate period for the shipowners of this country; it happened at a time when the Baltic shipowner expected great things to arise from reciprocity; it induced the Baltic shipowner to increase the number of his ships; it was followed up by the high prices of almost all commodities current in the years 1824 and 1825, and if you look to the tabular statements of the production of ships in those years, you will find that in all countries there was an extra production of them; and consequently, that excessive want of employment and depression in freights which was long felt, and which I think we are now emerging from, because I apprehend the quantity of ships built now is about 10 to 16 on the average of 1825 and 1826; and consequently, if the Colonial trade is not now interfered with, I think the shipowner has better prospects in reserve; but if you interfere with that, my opinion is, that the shipping interests of this country must be sacrificed.

4670. Are the Committee to infer, that you are not an advocate for any discriminating duties upon foreign tonnage?—I think it is obnoxious in principle.

4671. And you consider that the shipowner should derive his protection from the Legislature maintaining the Colonial carrying trade?—I think it is much more legitimate, and would be much more satisfactory to the shipowner himself.

4672. What is your opinion of the effect of any legislative measure, which after having taken away from the shipowner the protection of a discriminating tonnage duty, shall afterwards expose him to competition without protection in the carrying trade also?—I would say, that in that case, "their tender mercies would indeed be cruel."

4673. You say that the consumers are quite satisfied with their present supply; and in the consumers you include retail dealers, carpenters, builders, and all those who convert timber with a view to profit?—No doubt of it.

4674. What do you suppose it matters to those persons whence they derive the material, provided they can charge for it with the ordinary rate of profit upon it?—I think if I go to an honest architect, and ask him what description of timber he would recommend me to use, he would honestly tell me.

4675. Is that class of consumers interested in the good quality of the material so much as the gentleman who has the material converted to use in his own house?—A gentleman's house requires a good deal of timber, but timber is an article like death and taxation, universal in its application, and consequently we are all consumers of timber. I consume timber to a considerable extent, although I do not build houses; and I apprehend that I am as much interested in keeping up a source of supply of good timber as any gentleman in the country who happens to be building a castle.

4676. Do not you think that the dealer will just as soon sell 100 *l.* worth of American timber, or 100 *l.* of Baltic timber, provided he can get a good profit upon it?—As an abstract question, I would say it is quite immaterial to the dealer; but I know, in practice, with him it is the reverse. I know that the dealers were most clamorous against the introduction of American timber, and that their prejudices existed in favour of Baltic timber much longer than those of many others who were the more immediate consumers of it.

4677. You think they entertained an erroneous impression when the timber question was agitated about 14 years ago?—I think they were under a mistake, which time and further experience have rectified. I know the nature of the evidence adduced at that time, and so far as my own experience goes, almost every opinion there stated has proved to be wrong.

4678. If they formed an incorrect opinion then, why may not they form an incorrect opinion now?—They have had more experience, and are now more likely to be correct.

4679. You have had considerable experience of New Brunswick and Nova Scotia yourself, and you are aware of the degree in which the timber trade interests the Colonies; will you state your observations upon that point?—The timber trade is the life and soul of the Colonies.

4680. When were you there last?—In 1828.

4681. Are the lumberers of New Brunswick and Nova Scotia a distinct and separate class, or is it a part of the annual employment of the agriculturist?—

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You cannot separate them; the agriculturist of the summer is the lumberer of the winter.

4682. Does it also find employment for his cattle, which he would not have otherwise?—I know of no other means by which he could dispose of his produce, or employ himself and his cattle.

4683. Have you visited the lumbering districts, and are you acquainted with the lumbering trade?—Yes; I know it throughout, from its origin to its end.

4684. What district have you visited?—I have been throughout Nova Scotia. I was largely interested in Pictou and its neighbouring ports, which have since comparatively ceased to be a lumbering district; I had frequent opportunities of visiting even the camps of the lumberers; but I never was up the river St. John, or up the rivers of Miramichi, but I have seen it throughout in Nova Scotia and part of New Brunswick.

4685. Are you aware whether those who are agriculturists in the summer employ themselves as lumberers in the winter?—Unquestionably, the lumberer who goes to a remote distance in the woods and obtains a licence to cut timber, for which he pays 2 *s.* per ton for yellow and 2 *s.* 6 *d.* a ton for red pine, is not the agriculturist who settles upon his farm, but the agriculturist of the summer employs himself in drawing that timber, and in cutting staves and lathwood for broken stowage, deals and so forth.

Veneris, 31° die Julii, 1835.

THE RIGHT HON. CHARLES POULETT THOMSON,

IN THE CHAIR.

John Astle, Esq., called in; and Examined.

John Astle, Esq.

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4686. WHAT is your business?—I am a ship broker and commission agent.

4687. Are you interested in shipping yourself?—I am.

4688. To what extent?—I am not concerned in shipping extensively at present; only one ship; I am drawing out, the trade being bad.

4689. When you were engaged in shipping, what trade was your shipping engaged in?—My shipping has traded to the four quarters of the world at different periods.

4690. Were you engaged specially in the Canada trade?—Principally.

4691. When you say to the four quarters of the world, how extensively were you engaged in shipping?—Four to eight ships.

4692. To what amount of tonnage?—About 1,000 tons altogether; but I am in the habit of chartering largely; a large portion of tonnage goes through my hands as agent.

4693. Do you now principally devote yourself to the Canada trade?—Principally, and some to the Baltic.

4694. What are the rates of freight lately payable from Dublin to Quebec?—The freights this year have varied from Dublin from 38 *s.* to 41 *s.* per load.

4695. And to the lower ports?—To the lower ports about 35 *s.* for timber, and 5 *l.* 10 *s.* per hundred for deals.

4696. What is the principal import into Ireland, deals or timber?—They are about equal in quantity; in 1834, it was 72,522 loads of timber and 15,500 deals; that would be about, at five loads to 100 pieces, 60,000 loads more.

4697. From what authority do you take that?—From a Parliamentary document; it is very difficult to get documents of the trade in Ireland at present, for for they all come to London at the end of each year.

4698. That is the amount into Ireland from all parts?—Yes; I have a return from the Ballast-office of the timber trade to Dublin; it was, 1834, 20,594 tons, viz. the tonnage of the shipping employed in the timber trade alone.

4699. How much of that was timber, and how much deals?—About half and half is the usual cargo to Ireland.

4700. Is there not some advantage that the Irish enjoy upon the deal duty?—Yes.

4701. Will

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4701. Will you explain that to the Committee?—I have a scale of the deal duty; the American deals are chargeable with 8 *s.* 3 *d.* per 120 pieces, without relation to length, breadth or thickness: with respect to foreign deals they also differ from the English scale, to the advantage of Ireland.

4702. Does that scale of duty upon American timber give a considerable advantage to deals in Ireland?—Certainly.

4703. How does the Baltic scale of duty in Ireland operate upon European deals; does it operate advantageously?—It operates advantageously to the deals in preference to timber.

4704. Does it operate beneficially to the consumer, in comparison with the mode of taking the duty in England?—The duties in Ireland are lower than the English duties, and the scale different; for instance, every two feet in our deal duty there is an ascent.

4705. In your experience, does that mode of charging the duty render it less onerous upon the consumer with reference to the deals which he wants?—I conceive so, the duty being less.

4706. What are the classes of deals which you find mostlyimported into Ireland; the Baltic deals?—There are no deals imported from the Baltic, except Memel plank; the deals all come from Norway.

4707. What lengths and breadths do you generally find imported into Ireland?—Twelve feet long, nine inches wide, and three inches thick; probably seven-eighths of the Norway deals are of those dimensions; it is the favourite dimension in Ireland.

4708. Do they import many two inches and a half thick?—Not from Norway; there is no difference of the duty; anything under three inches pays the same duty as three inches.

4709. Are you aware whether a two-and-a-half-inch deal is considered more advantageous for conversion for building purposes than a three-inch deal?—I should think not; in Ireland we never import any two and a half American, but a considerable quantity of two inch and an inch and a half.

4710. What are those two-inch deals chiefly used for?—They will make inch boards with only one cut in sawing.

4711. Are such boards much used for flooring?—Inch is what is principally used.

4712. Not inch and a quarter?—I think not, but I will not be quite certain.

4713. Do the vessels which bring those deals and timber from the American Colonies to Dublin go out chiefly from Dublin?—There is probably a larger clearance of ships from Ireland outwards with emigrants and in ballast than there is inwards with timber.

4714. Do the ships chiefly which come back to Dublin with timber go out from Dublin, or from any other ports in Ireland?—As far as our own tonnage is concerned, those that belong to the port of Dublin go out and back to Dublin; but, generally speaking, no ship in the timber trade makes more than two voyages to the same port of discharge.

4715. As far as regards the 20,000 tons of shipping which you have spoken of as returning to the port of Dublin with timber, do those ships go chiefly from Dublin?—Not the identical ships; for instance, a vessel going from Liverpool outwards may come home to Dublin, and a vessel going from Dublin may come home to Liverpool.

4716. Do the ships that load outwards from Dublin generally take cargoes outwards?—They take passengers, and a proportion of goods.

4717. Do most of them take passengers?—Most of them.

4718. Have you any knowledge of the number of emigrants that go out from Dublin annually in any one year?—In calculating the emigration from Ireland, it is necessary to remember that about three-fourths of the emigrants from Liverpool always go from Ireland in steam-boats to Liverpool, and embark there, so that you must add the two together. The emigration from Ireland last year was fully 60,000; the emigration from Dublin direct was about 6,000 persons.

4719. Did those parties go out chiefly in the timber ships?—Entirely, except three ships that went to New York; about 300 persons went to New York.

4720. What were the rates of passage-money paid generally to Quebec?—Like everything else, it depends upon the supply and demand; the price fluctuated last year from 25 *s.* to 45 *s.* per head; this year the price did not rise above 25 *s.*, for the emigration was very bad.

4721. What was it to New York?—New York was, upon the average, 3 *l.*; it advanced at one time to 4 *l.* from want of vessels.

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4722. Are the provisions found by the parties?—Always.

4723. On board the American as well as on board the English ships?—In both ships.

4724. Were they a better class of persons that went out to the United States?—There are a good many respectable parties that have lately gone to the States, and taken New York as their route to Upper Canada, owing to the difference in the law of the United States; probably the passage is more agreeable; the ship is not so crowded.

4725. So that it is a better class of people?—Yes, generally speaking, a better class of people go to the States than what do to the Canadas; but there are a large proportion that sail to New York, and ultimately proceed to Canada.

4726. Has the importation of Colonial timber and the consumption increased much in Ireland of late?—Very materially; it has advanced since 1814 from 2,000 loads to the present import of about 75,000 loads.

4727. In the last few years, since 1827 or 1828, have you any account?—Yes. To Ireland, 1820, 33,858 loads; 1834, 72,522 loads. To Dublin, 1824, 11,753 tons of timber ships; 1834, 20,594 tons. It has been stationary the last four or five years.

4728. Has the Colonial trade been, within your knowledge, a good business?—It is a very bad one now.

4729. Yielding very small profits?—Very small; I should think large losses.

4730. How has the shipping trade of the timber been; have the shipowners been well off?—When the timber ships have had an outward freight of emigrants or goods, they have just about made the account even, but without an outward freight of emigrants or goods, they cannot do any good to themselves.

4731. You think that 38*s.* to 41*s.* is not a remunerating freight?—It is not a remunerating freight, considering what accidents the ship is liable to; a ship at 40*s.* might make 100 *l.* profit, but then you are running the risk of 400 *l.* or 500 *l.* loss in case of damage.

4732. What are the class of ships chiefly employed in the Dublin trade?—Ships from 250 to 350 tons.

4733. Are they built in Dublin?—No; we have not had any ship building in Dublin for many years.

4734. Where are they built; in the south of Ireland?—No; there is very little ship-building, owing to the high rate of carpenters' wages in Ireland. They are principally north of England ships and Colonial-built shipping belonging to Ireland.

4735. Are they old West Indiamen, that have got off the first letter?—No; the proportion that the West Indian trade bears to the American is so very small, that second-hand West Indiamen would never supply one quarter of the demand for the American trade. What are owned in Ireland have been purchased entirely for the timber trade.

4736. Do the shipowners in Ireland resort to England for ships?—To England and the Colonies.

4737. Does any very considerable proportion of the import of timber and deals into Ireland, consist of European?—The great proportion is Colonial.

4738. Can you state the proportions of European and Colonial timber imported into Dublin?—The present import of Baltic timber is about 7,000 loads into Ireland, and in 1800, 6,973 loads.

4739. Do you include Norway?—No.

4740. What proportion of the importation of timber and deal into Dublin consists of European, and what of Colonial?—I should think about one-tenth of European, and nine-tenths of Colonial.

4741. Of the remaining tenth which is imported from Europe, what proportion is imported in British, and what in foreign ships?—Nine-tenths in foreign shipping. At Dublin last year it was solely imported in foreign shipping, and this year, with one exception, it has been all imported in foreign shipping.

4742. To what do you attribute that?—To the ability of the foreigner to sail so much lower, less capital in their ships, and obtaining salt freights from Liverpool, which we cannot do.

4743. Are you aware, from your own knowledge, that the shipping of the north of Europe can be navigated at a cheaper rate than British shipping?—Yes.

4744. Can you state to what extent a difference exists with respect to Norwegian shipping in the expenses of navigation?—Their wages and provisions are fully half less, and probably on their equipment there is a difference of a quarter less expenditure.

4745. Do you know that of your own knowledge?—I have had the accounts of Prussian and Norwegian ships pass through my office, and an opportunity of comparing their disbursements with British ships. I have made it a matter of personal inquiry on board the ships while discharging.

4746. Then, although the timber trade and the shipping trade in Dublin is depressed, you think it would be still more depressed if the course of trade was to be changed to the Baltic?—Certainly; it would be annihilated as far as regards the shipowners.

4747. Does the answer which you have given as to the Norway shipping apply to the Prussian?—Not quite to the same extent; but I should think the Prussian can sail at 25 per cent. less than British ships.

4748. You stated that the Baltic ships have the advantage of outward freight from Liverpool?—Yes; the freight of salt from Liverpool to the Baltic averages about 12 *s.* a ton, and if the British ship had fair play, she must have a freight of 12 *s.* a ton salt outwards, added to the freight of the timber home, which the Prussian and Swede now monopolize.

4749. Suppose an alteration were made in the relative amount of the duties on Colonial and on Baltic timber and deals to the extent of 10 *s.* per load, what in your opinion would be the effect of such a change upon the timber trade of Dublin?—I think it would cause an extra importation of foreign timber, and a less importation of Colonial.

4750. Would it exclude altogether the Colonial timber?—I think that a reduction of duty upon Memel timber would not be so injurious to our interests as an addition of duty upon the Colonial.

4751. To what extent are you of opinion that it would increase the import of foreign as a substitute for Colonial timber?—My impression is, if there was a reduction of 10 *s.* upon Baltic timber, the Prussians would advance the price nearly to that reduction, and then the importation would not materially change. I think, after a year, if not at once, they would advance the price to that extent.

4752. Then you think it would simply end in an abstraction of that amount from the revenue, without making any alteration either in the quantities of foreign and Colonial timber imported, or the price of timber in this market?—I think it would settle down to that; at first there would be probably a heavier importation, but an extra demand in the Baltic would create an advance of price there beyond a doubt.

4753. Do you recollect, when a reduction in the duties was last contemplated in Baltic timber, whether it had any effect upon the price of timber in the Baltic?—It had; I know some of the agents stopped sales altogether, and others demanded an advance of 5 *s.* a ton; that was about two years ago, a Committee was sitting, and it was anticipated there would be a change by taking 5 *s.* off the Baltic and putting 5 *s.* on the American; the Baltic parties immediately advanced the price in anticipation of that change.

4754. Have you any knowledge of the capability of the north of Europe to supply any greatly increased demand?—There has been an order all the summer of two Irish houses to Christiania lying unexecuted, from inability.

4755. Do you know from what that inability has arisen?—The Norwegian masters all reported considerable want of water, but I rather suspect that the ability of the saw-mills has decreased considerably, from the want of demand equal to former periods.

4756. Do you know for what purposes the timber imported into Dublin is chiefly applied; is it used chiefly for building cottages?—It is employed extensively in the use of houses; we have few cottages in Dublin. In the surrounding country there is no foreign timber used in cabins, it is Irish-grown timber usually, except the door.

4757. Do you mean to say that imported timber is not used extensively in the construction of hovels?—No; the wall of the cottage is formed of mud, and the roof is of what is called wattles, and straw upon the top of it.

4758. Are the doors and windows formed of deal?—The windows are, generally speaking, only one pane in the mud wall.

4759. You are speaking of the lowest class?—Of the largest bulk of them.

4760. Would it, in your opinion, be seriously detrimental to the interests of Dublin that any change should be made in the duties which should have the effect of transferring a considerable proportion of the timber trade from the Colonies to the north of Europe?—I think it would be very detrimental to the shipowners in

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Dublin, and injurious in checking the spirit of emigration. You would have no conveyance for the emigrants except at much higher rates, or employment after arrival.

4761. Would it be advantageous to the public?—To a certain extent the public would benefit, but I think they would lose more from the injury to the local interests of Ireland, arising from the want of emigration and the non-employment of shipping, than they would benefit by the change of duties.

4762. Of what description are the Norway deals chiefly imported into Ireland?—They are all inferior.

4763. Are they equal or superior in quality to Colonial deals that are imported?—There is a cargo discharging now as inferior as any Colonial deals I ever saw imported; there are no first quality of Norway deals come to Ireland; the larger proportion of the Norway deals are imported to Dublin and Belfast.

4764. Why is there no importation of superior deals into Ireland?—They will not give the price.

4765. Then do you think an alteration that would encourage the importation of European deals would produce an importation of those deals of the lowest quality from the north of Europe?—I do; the difference between the first and second quality of American deal is only 2 *l.* upon 120 pieces, and I have tried the importation of them myself, and found it impossible to realize 2 *l.* advance.

4766. Are you aware of any complaints existing against the prices that are now charged for foreign timber in Ireland?—Foreign timber is as cheap now as it was 30 years ago.

4767. Duty paid?—Yes.

4768. What was the price 30 years ago?—In 1800 the price was about 5 *l.* per load.

4769. What was it in 1794 or 1795?—I cannot say.

4770. What was it in 1802?—I cannot say; I inquired from a timber merchant what the price was then, but could not ascertain.

4771. Do you mean to say that the average price of Baltic timber, taking Memel crown timber, was 5 *l.*, duty paid, then?—Comparing a year of peace at that period and a peace now, the price was about the same.

4772. What was the duty then?—Fifteen shillings.

4773. And therefore the timber must have got up 40 *s.*?—Yes; but the Prussians have been obliged to lower the price on account of the difference of duty. I take it, that the price in Prussia rises and falls according to the duty here, and that the duty comes in fact not out of the consumer's pocket, but from the pocket of the landed proprietor in the north of Europe.

4774. Independently of the duty, can you state the present prices of Norway and Prussian deals?—The present price, without duty, is 12 *l.* to 14 *l.* a hundred.

4775. And that of American deals of the same dimensions?—I have known a cargo sell as low as 13 *l.* and 14 *l.*, at present 16 *l.* to 17 *l.* is the rate.

4776. Then you mean to say, that the price of Norway deals in Dublin, at the present moment, is about the same as that of American deals, duty paid?—They have been as low, but at present there is a slight advance.

4777. Then you mean to say, that when the duty was 15 *s.* upon Prussian timber, the Prussian got 40 *s.* a load for his timber more than he now does?—The price in Prussia, and profit to the importer, made that difference.

4778. Can you state any year in which the price of timber was 40 *s.* a load more than it is now?—I cannot, of my own knowledge, but think from 1800 to 1810 it was so. I can state that there has been a slight advance the last five or six years: there was a change of duty in 1821, and the description that we imported has advanced from 25 *s.* to 30 *s.* in Memel.

4779. Then that would establish, that timber has been cheaper, rather than dearer?—It was cheaper till the duty was changed in 1821, but there has been a gradual advance since.

4780. Have you any statement to show that?—I have no invoices, but I know it from the communications I have had with Memel.

4781. Was the rise in the price of timber in Memel simultaneous with the reduction of duty?—I cannot say.

4782. Has there been an advance of price in the Norway timber?—The consumption of Norway timber is such a mere bagatelle that it will not be a parallel case; it is used for nothing but mining purposes.

4783. What

4783. What proportion of the tonnage engaged in trade in Ireland is occupied in the North American timber trade?—One half. The foreign tonnage, in 1831, was 152,417 tons; and to Dublin, in 1831, 40,206 tons, of which 15,000 tons imported timber from British America.

4784. What proportion of the shipping trade in Ireland is carried on in ships belonging to Irish owners?—I should say there is 25,000 tons of shipping belonging to Ireland, out of about 75,000 employed.

4785. You were understood to say, that the Irish public would consider it extremely prejudicial if the duties on Colonial timber should be in any way raised?—That is the opinion of the trade in Dublin.

4786. Do you think that any measure of raising the duty, which would have the effect of giving Ireland less advantage than it has at present, would create considerable uneasiness?—Every description of articles and manufacture required for consumption in Ireland requires to be cheap. I have also stated that the description of deals mostly imported in Ireland are inferior, and an advance of duty upon those would operate much heavier than upon a higher description of quality in England.

4787. Do you think it would diminish the import to a considerable extent?—It would throw the inferior Colonial deals out of consumption altogether.

4788. Therefore it would deprive the parties who purchase them of the advantage which they now have?—They must either pay the advanced price for the commodity, or be deprived of its use.

4789. Do you find that the freight for emigrants depends very much upon the casualty of there being vessels at a particular time in the particular port?—The price varies according to the supply and demand; we generally anticipate what the demand is likely to be, and bring ships for that purpose.

4790. Is not emigration in Ireland very much facilitated by the circumstance of there being, in many of the smaller ports, one or two proprietors of ships which are employed in the Colonial trade?—Decidedly; and it is the only means by which the Irish shipowner can compete with the British shipowner.

4791. And the effect of transferring the trade to the Baltic would be to check emigration to a great extent?—Yes; there is no emigration or demand for labour in the Baltic.

4792. Has there generally been a considerable increase in the last few years of the shipping owned by merchants in Ireland?—In Dublin we have rather fallen off the last few years, because the ships being lost, parties have not been inclined to replace them; but Belfast has increased considerably, and so has Limerick and other ports.

4793. You have stated that Ireland cannot compete with the north of England in shipping; what do you attribute that to?—In the north of England it is a particular branch of business, and they are probably better seamen, and work their ships more economically. In Ireland it is only part of a branch of trade. Most of the shipowners are also timber merchants, and they cannot devote their time, and have not experience to work so economically, and the seamen are not so good.

4794. Do not you get your provisions cheaper than in England; cannot you buy salt provisions cheaper in Cork than anywhere else?—You can buy salt provisions cheaper in Liverpool than in Dublin.

4795. How is it in Cork?—You can buy provisions at all prices in Cork, and elsewhere.

4796. Are not the salt provisions which are sold at Liverpool sent from Ireland?—Yes; but they are a very inferior article; not saleable in Dublin; they are inferior brands.

4797. What exports are there in those ships that go out from Ireland, besides emigrants?—There is a considerable proportion of linen and some glass, porter and a variety of articles.

4798. What proportion of the whole tonnage do those employ?—A very small proportion.

4799. You have stated that a foreign ship goes from Liverpool to Dublin and takes a cargo of salt; why do not the British ships do the same?—Because salt, I understand, is a monopoly in Prussia, and if you convey salt there you cannot sell it.

4800. Do you know that of your own knowledge?—I know that we can get no charters in Liverpool for British ships to carry salt to Prussia.

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4801. If you could obtain a salt charter, would it not be a great advantage to you?—Decidedly; it would enable you to reduce the freight home.

4802. Would you be able to compete with the foreigner?—You cannot compete with the foreigner, when he can build his ship at about one-third, and navigate her at half less. But to give an idea how the salt freight operates; the freights from the Baltic to Liverpool are lower than to London, although the voyage is 50 per cent. longer from the Baltic to Liverpool than to London.

4803. Was not salt formerly a great article of carriage from Liverpool?—It was; and from Dublin too. Since the reduction of the duty there has been no salt manufactured for export in Ireland.

4804. Have you some Irish ships trading to the Baltic?—They are British ships. I made an experiment with one vessel to Memel, at 24*s.* a load, and I lost 120*l.*, and I certainly will not repeat it.

4805. Do you export any goods from Ireland to the north of Europe?—No.

4806. Do you to British America?—Yes.

4807. Of what description?—Linens, &c.

4808. Can you state, from your own knowledge, the case of any particular vessel within the last year?—Yes; there is a vessel when I left Dublin, the Pomona; she is taking out goods and 200 barrels of pork, a quantity of chemicals and raisins, and some porter; but most of the linens go from Belfast. I have known a whole ship loaded in Belfast with goods to Canada.

4809. How do you account for it, that the freight from Dublin to Quebec is higher than the freight from Sunderland to Quebec?—Sunderland is a loading port. Our freights depend upon the emigration and export of corn.

4810. Do you apprehend that if any great check were given to the importation of timber from America into Ireland, it would prevent the exportation of those linens, and beef and pork, and chemicals and porter, and other articles you have stated?—I do not think it would affect the exportation of those articles to much extent, inasmuch as they are small in proportion to the quantity of timber brought home.

4811. Would they be exported to the north of Europe in payment for timber?—Certainly not, for any articles that they want, such as we manufacture, are a great deal cheaper there than we can supply them.

4812. You have stated that the peculiar interest which Ireland has in this trade with the Colonies is, that it employs one-third of the shipping engaged in it of the vessels belonging to Ireland, and also that it gives facility to emigration, and that it takes away some small quantity of its production and manufactures. Are you of opinion that the loss of that advantage would be felt by the trade of Dublin very severely?—We have in Dublin two distinct interests; we are interested, as ship-owners, to the extent of the tonnage we own in the trade, and as long as the Union lasts we have joint interest with the British owners, being parties of one common nation. Although we do not own a large portion of tonnage in Ireland, a great part of the British tonnage employed in our American trade is outfreighted with us, and the whole supplies of the voyage are derived from us.

4813. When an English shipowner sends his ship to Dublin to take out emigrants, does not that ship usually lie a considerable time in the port before she sails?—She does; is provisioned and outfitted complete.

4814. During that time the expenditure is considerable?—Certainly.

4815. Therefore the general trade of the port is interested in the employment of British ships, although not to the same extent as if the ships were the property of Irish proprietors?—They are just as much interested in the disbursement of a British ship as in the disbursement of an Irish ship; but the foreigners disburse nothing; the Dantzic and Memel ships bring everything with them, their cordage, provisions and everything of that sort.

4816. Would a Memel or a Dantzic ship lie in your port for the purpose of taking out emigrants?—They cannot to the Colonies under the navigation laws, and there is no emigration to Prussia.

4817. As to the shipping of Ireland, you have stated that there are very few Irish sailors on board?—The Irish are not naturally sailors, they are more soldiers. The Irish ships are not manned except with a proportion of Irishmen, but the Englishmen that are in the Irish ships eat and drink the same as the Irishman does.

4818. You were understood to state that ship-owning in Dublin is not profitable?—In the timber trade it is not.

4819. And

4819. And the importers of timber are losing money?—Generally speaking, the timber trade has not been profitable, but a large portion of the timber from the lower ports of America in consigned on agency account.

4820. Then, as far as the individuals are concerned, the loss of such an unprofitable trade would not be very injurious?—It has not always been a losing trade, and it may not continue to be so; it may be a loss to individuals, and still a national benefit.

4821. When the consumption of Ireland consisted chiefly of Baltic timber and Norway timber, was the state of commerce in timber prosperous or ruinous?—That I cannot give an opinion upon, for it was before my time.

4822. If the importation of timber has been unprofitable to those engaged in that trade, in consequence of its not paying the cost of importation, that must be a benefit to the consumer, must it not?—Certainly.

4823. Have there been many cases in which cargoes have been taken from the Baltic ports to America, and brought back to London?—I was the party that first tried the experiment; about 15 to 20 cargoes.

4824. Did you find the difference of duties such as to compensate you?—The chance of profit was too small to make it continued.

4825. What freight did you pay?—Fifty-five shillings for the circuitous voyage.

4826. Did that include all the expenses of trans-shipment?—No; it will cost about 2*s.* a load, the expenses in America, taking care of it, and so on.

4827. That would be 57*s.*?—Yes; then there was an extra insurance equal to five per cent.

4828. That would be about nine-tenths?—The timber got damaged more or less by two discharges and reloading; I had one ship lost 17 pieces in America.

4829. Upon the whole, what was the profit?—I should think it left about 7*s.* per load profit.

4830. Are you engaged in the retail sale of timber in Ireland?—No.

4831. Is there anything you have to communicate to the Committee upon this subject, that has not been asked you?—I do not know that there is.

4832. You mentioned that very few ships are built in Ireland now?—Very few.

4833. Where are they generally built?—In the Colonies, or England.

4834. In what part of England?—Newcastle and Sunderland; there have been a good many built at Sunderland lately for Ireland.

4835. There is a great deal of competition among the shipwrights in the Irish ports?—We cannot build in competition with other ports; we are paying 4*s.* 6*d.* when 3*s.* is the wages in the Scotch and Welsh ports, and 3*s.* 6*d.* at British ports.

4836. Do you not know, as a matter of fact, that ship-building in the port of Cork has increased, within the last few years, to tenfold what it was?—Yes, it has, in small craft; so it has in Waterford.

4837. What do you call small craft?—Schooners of 100 or 150 tons; one, I believe, was 350; but ship-building has fallen off in Ireland, taking it in the gross. There were several vessels of 300 tons built in Dublin formerly, there is no such thing now.

4838. There is a competition with Cork?—Yes; but at Cork the carpenters' wages are lower than they are with us.

4839. The workmen make regulations as to wages?—It is not so much in wages as limiting the supply of labour; limiting the number of apprentices, so that the demand exceeds the supply.

4840. Does not the law prevent that?—The law is not enforced; we have not such a thing as a steam saw-mill in Dublin; there would be no protection for it if it was put up; there is only one small mill, of two or three horse power, at Donnybrook, and the carpenters object to steam-sawn timber.

4841. And yet they complain of want of employment in Dublin?—Yes; there are very few persons of capital who will have anything to do with them, in giving tradesmen employment at present wages.

Mr. *Alexander Deane*, called in; and Examined.

4842. WHAT is your business?—I am an architect, builder and timber merchant, at Cork.

4843. Have you been long engaged in that business?—A good many years.

4844. Are you engaged in the importation of timber yourself, or merely as a purchaser?—I have been for many years a large importer.

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4845. Do you import chiefly from the British possessions in North America or from Europe?—Chiefly from North America.

4846. You do something with Europe?—I have occasionally imported from the Baltic.

4847. Both deals and timber?—Both.

4848. You have been engaged in building in Ireland?—I have been.

4849. On your own account, and that of others?—Yes.

4850. What is your opinion with reference to the mode of levying the duty on deals in Ireland; do you think that that mode is beneficial, varying as it does from the mode adopted in England?—I think it injurious.

4851. Will you explain how?—I think, in consequence of the scale of duties of deals imported into Ireland, admitting short lengths at a very low rate, we are liable to be inundated by the refuse or culls of all the American produce.

4852. How is the duty levied on American deals?—One unvaried scale for all sizes, 8 *s.* and some fraction per 120 pieces.

4853. Whether they are long or short?—Yes, or any breadth or thickness.

4854. How does that encourage the importation of short deals?—In England the scale of duties is a little higher, and short deals, battens and inferior deals pay a duty of 2 *l.* per 120 pieces, when they come into Ireland at 8 *s.* 4 *d.*; it would not be worth paying the duty of 2 *l.* the 120 pieces on their import into any English port.

4855. Supposing 120 long deals were imported into Ireland, they would pay only 8 *s.* 4 *d.*?—Just so.

4856. Whereas, if imported into England, they would have to pay 2 *l.*?—Yes.

4857. How can the mode of levying the duty on deals induce the import of short deals; is it not more advantageous to introduce long deals, inasmuch as the same duty is payable on a short as on a long deal?—That arises out of the disadvantage which we suffer in consequence of the duty being higher in England than in Ireland.

4858. You consider that your disadvantage arises from there being a higher duty altogether in England?—Exactly so.

4859. Not from the duty being taken in a different way in Ireland?—It arises from the difference in the duty.

4860. Or, in other words, that the extent of the favour which Ireland has in the duty operates disadvantageously to you?—Decidedly.

4861. What should you suggest to prevent that?—That the scale of duties for deals and timber should be the same for the United Kingdom.

4862. What is the scale of duties for deals you would recommend for the United Kingdom; the adoption of the English scale to Ireland, or the adoption of the Irish scale to England?—I would recommend the adoption of the English scale to Ireland, and not the general adoption of the Irish scale.

4863. Would not that increase the charge on deals to the consumer in Ireland very much?—My impression is that it would not, and the impression of the trade in my part is that it would be beneficial; it would provide the guarantee of an import of a better quality.

4864. Do you think that the resources of Ireland are such that they could afford to consume the same amount of good deals at the 2 *l.* duty that they do now of inferior deals at the 8 *s.* duty?—I cannot go the length of saying that; I own it is decidedly an advantage to the agricultural interest to have timber at a low price in Ireland.

4865. Would not the effect, then, of adopting the English duties in Ireland be, that where the agricultural interest pays now only 8 *s.* duty, they would have to pay 2 *l.*?—On that principle I admit it would, but the adoption of the English scale would prevent the import of a bad article.

4866. Do you refer to the amount of duty, or the scale by which that duty is ascertained?—I am speaking on the general principle, on the adoption of the English scale.

4867. It would raise the price of deals?—Yes.

4868. But you think the advantage of having a superior article would more than compensate for the paying a higher price?—Yes.

4869. Will you explain why they cannot get a superior article now, as the price to the consumer must be made up of the duty, and the price of the article itself without duty; they would be better able to afford to buy the superior article charged with the low duty, than the superior article charged with the high duty?—I admit

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I admit that the conclusion must be come to, that if you charge a higher rate of duty it militates a certain disadvantage to the consumer, but the present low price of timber in Ireland would not be much affected by the difference in the scale of duties to which I allude; the 8 *s.* and the 40 *s.* scale.

4870. It would be increased 32 *s.*?—It would limit the carriage and importation of shorter deals; the importation into Ireland now is chiefly confined to 12-feet deals.

4871. Twelve-feet North American?—Yes; if you impose a duty of 40 *s.* we shall have long deals imported from America; and calculating the difference and value between long deals at 2 *l.*, and short deals at 8 *s.* duty, it would increase the price of the deal but a trifle.

4872. If the long deal is the best deal for the consumer in Ireland, the circumstance of a long deal paying only the same duty, and that a low duty, as the short deal, is a reason why long deals should be brought to Ireland just as much as they are now?—No doubt; but I speak of what I conceive would be the practical result of an alteration of the duties; under the present system 12-feet deals come in at 8 *s.* 4 *d.* the 120 pieces; if the English scale of 40 *s.* for the 120 pieces were introduced, that would limit the importation of short deals, and add but little to the price.

4873. What duty do the 16-feet deals now pay in Ireland?—The same as the 12-feet, 8 *s.* 4 *d.*

4874. What is the price of the 16-feet American deal, without duty, in Ireland now?—Four shillings.

4875. That pays 8 *s.* 4 *d.* per hundred?—Yes.

4876. Take the price of a great hundred of 16-feet deals, what would it be?—Without the duty, 23 *l.* 11 *s.* 8 *d.*

4877. What would it be adding the duty, 8 *s.* 4 *d.*?—£. 24. We distinguish a deal from a plank; a deal in Ireland we call an article nine inches broad and three inches thick, if it exceeds nine in breadth we call it a plank; this refers to deals, 16, 9 and 3.

4878. Taking the price of a 16-feet deal that you say would be 23 *l.* 11 *s.* 8 *d.* without the duty, then add the English duty, which you say would be 2 *l.*, that would make a total of 25 *l.* 11 *s.* 8 *d.*, would it not?—Yes.

4879. Then would not the consumer pay 1 *l.* 11 *s.* 8 *d.* more under that scale than he would pay under the present?—Decidedly, upon that footing.

4880. Would not that be a disadvantage to the consumer?—It would; but the consumer now is thrown generally upon the use of 12-feet deals, in consequence of the low price at which they come in.

4881. That is, England not taking 12-feet deals, they are all thrown, on account of their cheapness in Quebec and elsewhere, on the Irish market?—Yes.

4882. If the Irish scale were adopted in England, instead of the English scale in Ireland, there would be no longer an inducement to send the refuse deals to Ireland because England could not take them?—Certainly not.

4883. So that the effect of adopting the Irish scale in England would be to destroy this inducement, which you say throws the bad deals on the Irish market?—Certainly.

4884. And the result would then be, that you would get long deals at the same price you do at present, without being exposed to that disadvantage with regard to short deals?—Yes; I do not mean to contend for the great advantage of the English scale over the Irish, but for an uniformity of scale being adopted in the two countries.

4885. The present difference tends to throw a quantity of refuse deals into Ireland?—Yes, and to injure the Irish market.

4886. There is no difference in the duty on timber between Ireland and England?—No.

4887. Do you get much Baltic timber in Ireland for consumption?—A certain proportion of the consumption is from the Baltic.

4888. Has the consumption of American timber, in proportion to that of Baltic, increased or diminished much of late?—It has increased considerably.

4889. Have you found the quality of it better?—Latterly the quality from America has much improved; I speak particularly as to the manufacture.

4890. What is your opinion of the peculiar purposes for which each timber is fitted, the Baltic and the American?—In building houses, I use the Baltic in all the bearing timbers, the red pine in planking, and the yellow pine in finishings.

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4891. Have you found that the low price of the inferior timber from America, in comparison with the price of Baltic timber, has tended to introduce it into situations for which you think it unfit?—To a certain extent it has.

4892. Will you state any instances of that which have fallen within your own knowledge?—I speak of the demand for inferior buildings in the country. The agricultural population of Ireland are poor; they are much in want of farm buildings and shelter on the different farms in the country, and from their extreme poverty they are obliged to resort to the lowest-priced timber that can be had in the market, therefore they look to the end to be attained immediately at the lowest possible price, and where they can purchase the cheapest article they can get, without reference to its durability.

4893. Do you think that a benefit would arise to those persons, if by a reduction of the duty on Baltic timber it were brought more within their reach?—I do not; I cannot see that that would benefit the class of persons I allude to. If there was any serious reduction in the duty on Baltic timber, we should then have the inferior Norwegian timber brought in, which I think equally bad; I will not merely say equally bad, but worse than the American.

4894. Did you ever know any of that inferior Norwegian timber come when the duty was low?—Yes, in very large quantities.

4895. Describe what is the class of timber you refer to?—The timber I allude to is the Longsound and the Arundel; there are some other minor ports from which a very bad description of timber was imported from Norway.

4896. Dram?—That is a good timber.

4897. Did you import the Bruig timber?—No; there are minor ports where they get the timber, but the nearest port at which the vessel clears out gives the timber its designation; it is now many years since the importations of that description of timber that I allude to were general in Ireland.

4898. What reduction of duty do you think would have the effect of bringing in a quantity of inferior Norway timber?—I think a reduction of 20 *s.* a load would bring it in.

4899. Do you think a reduction of 10 *s.* would bring it in?—No, I think not; I speak with regard to the south of Ireland; I have no idea how it would affect England; I believe that the east coast of England would be affected in a way we should not.

4900. What effect do you think a reduction of 10 *s.* or 15 *s.* on Baltic timber would have on the south of Ireland?—I do not think 10 *s.* would materially affect the present system in Ireland.

4901. Would it not be the means of giving the consumer his Baltic timber some shillings cheaper?—Yes, decidedly it would; a reduction of duty would have that effect, but not to the full extent of the reduction.

4902. Do you think that would remedy what you have complained of, namely, the use of some inferior American timber for purposes for which it is not fit?—I do not think it would affect the consumption of the low-priced timber, as at present used by the agricultural population of Ireland.

4903. It would not be low enough for them?—No, they would still use American timber, which would be somewhat lower.

4904. You think the alteration in the scale of duties on deals, bringing the English and Irish scale to an uniform system, would do more to exclude the use of that low quality of deals?—I think it would.

4905. Cannot the trade procure any quantity it requires of 16-feet deals, at present in the country, of the best quality?—Not from Canada; the deals imported from Canada are mostly 12 feet, the 16-feet deals are generally from the Lower Provinces.

4906. You say that the Irish market has been injured by the low scale of duty, that the Irish consumer cannot get the first quality timber?—The Irish consumer can get any quality he chooses to pay for; what I said was, that a difference in the scale of duties had a tendency, and we felt it, to injure the consumer, and glut the Irish market with the inferior deals of Canada.

4907. Is not the effect of that the introduction of a quantity of cheap timber, at a price within the reach of the poor consumer of timber, which he might not otherwise be able to buy?—Certainly.

4908. Any rise of duty, such as you suggest, would have the effect to that extent of depriving him of the opportunity of purchasing timber he can now purchase?—I wish it to be understood, I by no means speak of the amount of duties, but the assimilation of duties.

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4909. You do not wish the Committee to understand that you recommend raising the duty of 8 *s.* 4 *d.* to 40 *s.*, but would rather recommend that the duty should be reduced from 40 *s.* to 8 *s.*?—I do not think the raising the duty from 8 *s.* 4 *d.* to 40 *s.* would be felt; I had rather adopt the English scale; but what we principally contend for in Ireland is the adoption of one uniform scale, making the duty on deals and timber equal.

4910. Is that the opinion of the trade in general?—Yes; I state their sentiments when I state that.

4911. Have you been instructed, on the part of the trade, to represent that?—I represent the feelings of the trade.

4912. In point of fact, you communicated with the trade before you came here?—Yes, I am one of the trade; I attended their last meeting, and I requested they would put me in possession of their sentiments, and that I would answer any question for them they might put to me.

4913. You are not a shipowner?—Not at present; I have been.

4914. The shipping in the port of Cork has increased considerably of late years, has it not?—It has not much increased the last few years, we have lost so many.

4915. What proportion of the shipping of Cork is engaged in the North American trade?—There are from 15 to 20 vessels engaged in the North American trade.

4916. Is there any export of commodities to North America?—Very little from Cork.

4917. A considerable quantity of emigration?—Emigration more or less.

4918. What number of emigrants have emigrated within the last few years?—I have no exact return, but can give an opinion that will sufficiently apprize the Committee upon that; last year the emigration was moderate, it was from 1,200 to 1,500; it had been more than double that the year before.

4919. What has been the rate of freight for emigrants?—From 30 *s.* to 45 *s.*

4920. Can you speak of exports; could you name any Irish exports sent to British America?—They consist of provisions, cordage, glassware and manufactured leather. Our exports have not been to any serious extent to Canada.

4921. How is the timber paid for?—By acceptances, payable in London.

4922. What proportion of the whole of the timber is paid for by exports from Ireland?—Not one-tenth I should think.

4923. Can you state to the Committee the exact prices in Cork of the different descriptions of American and Baltic timber?—Yes, I can; the Baltic timber we now have in Cork is Memel, as low as 90 *s.* a load.

4924. What is the freight?—Twenty shillings to 22 *s.*

4925. That is lower than it is imported into London?—It is under its price in consequence of several cargoes having been brought into the market *viâ* Halifax, and the timber has lain so long on hand, that it is under the import price at Cork.

4926. Is this crown timber?—No, best middling.

4927. There is no crown timber used at Cork, probably?—Occasionally there is some imported, but there is very little difference that I see; it depends upon the brand of the merchant.

4928. What is the price of American timber?—Red pine is at 85 *s.* per load, yellow pine 72 *s.*

4929. Norway deals?—The only Norway deals in the market now are Christiania red; they are 30 *l.* for 120.

4930. Have you no Gottenburgh?—No.

4931. Have you any Memel plank, or any other Baltic plank?—No.

4932. What are the American yellow pine deals per 120, three-inch nine-inch?—Twenty pounds.

4933. One hundred and twenty twelve-feet three-inch, nine-inch white spruce deals?—Eighteen pounds.

4934. Red pine deals?—None.

4935. What should you say is the average price of Memel in the market?—It has been much higher; at present, if imported direct, by the calculations I have made, according to the present freights and the present prices at Memel, it would cost 5 *l.* 8 *s.* to 5 *l.* 10 *s.* a load.

4936. What do you take to be the price of Memel?—Thirty shillings per load.

4937. Reducing it to 50 cubic feet, English Custom-house charge, what do you take the prime cost to be per load?—Seven pence per cubic foot, that is 30 *s.* per load.

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4938. Is that what you would pay in the London market?—Yes, exclusive of duty and freight.

4939. What is the freight?—Twenty-two shillings to 23 *s.*; duty, 55 *s.*

4940. What are the charges?—Two shillings, making 109 *s.* to 110 *s.*

4941. By taking the prime cost at 30 *s.*, which it may be this season, you are taking it considerably above the average?—I am aware of that.

4942. What would it have been the last year, or the year before?—I should take it a penny a foot less, that is a seventh off 30 *s.*, 6 *d.* a cubic foot at Memel.

4943. What has been the selling price on the average of the two or three last years at Cork?—Duty included, about 90 *s.* per ton.

4944. Do you mean to say it has been so high as 5 *l.* 12 *s.* a load?—Yes.

4945. What is your opinion, as a builder, of the relative qualities of American and Baltic timber for the purposes of house-building; do you think American timber inapplicable to such purposes?—Certainly not.

4946. Is it, in your experience, more subject to dry rot than Baltic timber is, comparing the red pine with the red Baltic, and the yellow pine with the Baltic deals?—As regards the American red pine and the Baltic red pine, Dantzic, Memel and Riga timber is stronger than the American red pine, and it is more applicable to building purposes.

4947. Is it not less subject to knots?—Yes, it is a cleaner timber.

4948. You do not mean to say that the Norway timber is a knotty timber?—No, nor crown Memel.

4949. Nor crown Dantzic?—No, I speak of the general timber as imported.

4950. Has it a liability to decay?—I see no difference; I have seen as much effect from dry rot on Baltic as on American timber.

4951. Are you acquainted with the general state of trade in Ireland?—I am acquainted with the general state of things.

4952. You state that the number of ships engaged in the timber trade of Cork is 15 to 20; is it not the practice for ships engaged in the American timber trade to winter in Cork, and fit out in the spring of the year?—Yes.

4953. They obtain all the articles of equipment and outfit in Cork?—They do.

4954. Has that practice increased much of late years?—It has been, to a certain extent, the practice for several years back for English ships to lie up there; I think they can do so with great advantage.

4955. Has not the increased resort of shipping engaged in the timber trade to Cork given rise to the investment of much capital in docks and slips, and smitheries and foundries, and other establishments connected with the equipment and supply of shipping?—Within the last 12 to 15 years we have become proprietors of ships for the timber trade in Cork, and with that, ship-building yards, and slips applicable to the repair of such ships have been established.

4956. Ropemakers and sailmakers?—Establishments have been formed since they became purchasers, an appropriation of property in that way.

4957. They find employment not only in the equipment of ships, but in the ships that resort to that port and lie up there?—They certainly have been employed in consequence of the extended trade we have with the North American Colonies.

4958. Are you not of opinion, that any circumstances that should transfer the importation of timber from the Colonies to the north of Europe would have a very prejudicial effect on all those interests?—I should be sorry to contemplate a change of the trade; I think it would be injurious to Cork.

4959. If timber were imported from the north of Europe, instead of America, into Cork, would not the ships employed in that importation equally give employment to the establishments in Cork?—When the trade was confined to the Baltic and the north of Europe, Cork was generally supplied by foreign ships; since the trade has turned to the British American provinces, we obtain our supplies mostly in ships belonging to Cork.

4960. Do not the foreign ships expend money in Cork in similar articles of outfit?—Not in a similar manner to that in which it is expended by the proprietors of British ships.

4961. Is beef and pork exported from Cork to North America?—To a moderate extent.

4962. You conceive that the general interests of the town of Cork would materially suffer from any transfer of the trade?—Clearly so, in my opinion.

4963. Would

4963. Would such a transfer have any material effect in checking emigration from Cork?—It would check emigration; but still, while the British American provinces lie open, if there is any trade, emigration will continue.

4964. Do you think it would continue to the same extent?—No, certainly not.

4965. How many British ships, not belonging to Cork, wintered there last year?—I cannot speak as to the number.

4966. On the previous year?—For several years back it has been the custom for several ships to winter there.

4967. How many?—I am not prepared to state the exact number.

4968. Is it over 20?—No.

4969. Do you remember five?—I think that would be about a fair number.

4970. British ships resort thither at the opening of the season?—Yes, to take out emigrants.

4971. When you say that emigration would still continue, do you mean to imply that it is not much facilitated by the timber trade?—It is very much facilitated by the timber trade, but checking the timber trade would not destroy emigration altogether.

4972. The ruin of the timber trade with North America would check it altogether?—No; for we have emigration to the United States, where we have no timber trade.

4973. Are not the emigrants that go to the United States conveyed in ships that proceed afterwards from the United States to the North American Colonies for timber?—Yes.

4974. What is the average amount of the tonnage engaged in the timber trade imported into Cork?—I think about 10,000 tons.

4975. What proportion of the whole of that import is employed in house-building?—Nine-tenths, I should suppose.

4976. Of that quantity, what proportion should you say was imported for the building or furniture of the cottages and habitations of the poorer classes?—One-third of that may be used in that way; it goes into the country for the building of cottages and farm buildings, for the lower orders.

4977. The persons who purchase that proportion of the timber are, generally speaking, poor?—Yes, very poor.

4978. Any advance of price would perhaps prohibit their purchasing altogether?—If it did not prohibit, it would check the consumption.

4979. Is it a prevailing opinion in Cork that the timber now imported from America is of an inferior description to that we used to get from the north of Europe?—There is a prejudice in Ireland generally in favour of Baltic timber.

4980. Do you concur in that?—No.

4981. You think it is a prejudice without foundation, so far as the interest of the consumer is concerned?—To a great extent; I know many persons that will stipulate for the use of Baltic timber in their houses, that if they saw red pine used, could not distinguish the difference; it is very difficult, if you cut and plane up a piece of red pine and a piece of Baltic.

4982. Do not you believe there is a difference in durability, though they are not easily distinguishable by the eye?—Yes.

4983. Would that apply to Baltic as well as American?—Yes, to both.

4984. If Baltic timber is actually used in the construction of a house, is it not equally possible bad Baltic timber may be introduced, by which a party is defrauded, as that an inferior American timber may be introduced by which the party may be defrauded?—No, it is not so difficult to keep out bad Baltic; I speak of that class that is used in Cork, Memel; if you say bad Baltic, it must mean decayed timber.

4985. Are there those superior qualities for durability in Cork at present?—Baltic timber is a stronger timber, and more durable than the North American, in my opinion.

4986. Do you apply that to red pine?—I speak in relation to red pine.

4987. Are the Committee to understand that you are of opinion that Baltic timber, Memel and Dantzic timber, is more durable than American red pine?—I think it a better timber.

4988. Do you think it more durable?—Of course; when I speak of its being better, it is from conceiving it more durable.

4989. Is it not so liable to the dry rot?—I think they are all equally liable to the dry rot, all alike; I have seen as much in the Baltic as the American.

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4990. Do you think the Norway red deals equal or superior to the American?—They have been used only for a certain description of finishings; they are better than the American spruce deals for interior finishings, but we have preferred the use of yellow pine deals now; they are easier worked, and bear a higher finish.

4991. With those relative opinions as to the value and estimation in which timber is held, is it your opinion that it would be desirable to shut out the importation from either the Baltic or America?—I think it would be bad policy to shut up either trade.

4992. In case of any alteration in the relative duties from either the British Colonies or the Baltic, is it not desirable that that alteration should be such as to admit both freely?—My opinions are formed upon the experience of many years in the various interests at stake, that any alteration of the duties on Baltic timber should be made with due consideration of a fair protection to the Colonies and the shipping interests.

4993. So that if it was a question whether Baltic timber should be excluded, or American timber, you would be for preferring the Baltic being excluded?—I would exclude certainly the north of Europe timber; if it were a question with the country whether they should exclude the one or the other, and confine their supplies entirely to one, I would confine the exclusion to the north of Europe.

4994. Do you say that as a commercial man?—Yes.

4995. Do you not think it desirable you should have the power of purchasing which you prefer?—Certainly, I think it would be desirable.

4996. And that the rates should be such that the consumer should have his choice?—Yes.

4997. Do you find any anxiety in the city of Cork to make a change in the scale of duties?—There is no anxiety for a change.

4998. Among any class of persons?—I speak as knowing the feelings of the trade. I rather think a feeling has grown up among the public that there is an undue protection to American timber.

4999. What should you consider a fair protection?—I will answer that by stating, that as regards Ireland, I think a reduction of 10 *s.* a load on Baltic timber may with great safety be made, without injuring the North American Colonies, or the shipping interest of the port.

5000. Do you think there is no danger that the 10 *s.* would go into the pockets of the foreign producer?—I think the effect of the reduction of duties would be to raise the price in the Baltic, and that the consumer would not altogether have the benefit of it.

5001. It would perhaps be divided, in your opinion?—Yes.

5002. Then would not the revenue lose?—I do not think it would affect the revenue much; the quantity would be increased.

5003. Would it be better to put it in the shape of an increased duty on the American timber?—I would object to that; I conceive any additional impost on the import of American timber into our country would affect the poor; I should rather reduce the Baltic.

5004. When you speak of equalization, you do not mean making of the duties the same?—No; certainly not.

5005. What are the freights from Canada to Cork?—Freights are generally from 39 *s.* to 40 *s.* from Canada, and at 5 *s.* less from the lower ports.

5006. Is the trade with the American Colonies to Cork carried on chiefly in the shipping belonging to the port of Cork?—At present it is.

5007. Are those ships built at Cork, or purchased elsewhere?—Purchased elsewhere.

5008. Does it come within your knowledge that ship-building at Cork has increased of late years, or not; whether there are more ships built within the port of Cork than there were 20 or 30 years ago?—I think there is a tendency to increase.

5009. Small ships or large?—Small, principally.

5010. If the timber imported in the ships from the Colonies, belonging to Cork, was imported from the Baltic, would it be imported in those ships?—No; there are certain vessels belonging to Cork that would suit the Baltic trade; there are others that would not.

5011. What proportion of that brought from the Baltic is now brought in Cork shipping?—I have no recollection of a vessel belonging to Cork being sent to the Baltic.

5012. Would

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5012. Would not a merchant at all times import his articles of importation in that ship that would bring them the cheapest?—Of course.

5013. Have you any doubt that a foreign shipowner would bring the timber to Cork cheaper than any Cork shipper could do it in his own ship?—Calculating the recent rate of freights from the Baltic, I do not think the British shipowner could work at that rate.

5014. Would not the result of that be, that the Cork merchant would become a purchaser of a foreign ship to carry on his trade?—I am not aware how a British subject can hold it; he may hold it in the name of a foreigner.

5015. What number of Baltic cargoes went the circuitous voyage?—I recollect four.

5016. Four cargoes had the effect of reducing Memel timber to 4*l.* 10*s.* a load?—They supplied the consumption with duty-paid timber, and left the bonded on hand, till it has deteriorated to the extent I have stated.

5017. Are you acquainted with the stave trade?—Yes.

5018. From whence are staves imported?—From Quebec.

5019. Are they the produce of the United States, or the British American States?—They come down the St. Lawrence; whether from the Canada side or the British side it is difficult, I believe, to ascertain.

5020. Are they brought as cargoes or as broken stowage?—They are brought generally as broken stowage.

5021. Are you aware what rate of freight is paid upon the importation of them?—From 10*l.* to 15*l.* is the rate of freight for broken stowage, per standard thousand.

5022. What price do you get for staves when imported?—From 65*l.* to 80*l.*

5023. It is a great advantage to the provision trade of Cork to be able to get so important an article imported at so cheap a rate of freight?—It is decidedly an advantage to that trade, and to the butter trade also, to get staves at low prices.

5024. Any change of trade which should prevent the importation of staves at a low price, would compel the dealers in those articles to pay a higher price?—It would decidedly raise the price.

5025. Have you been deputed by the trade of Cork to attend here?—No; I came here in consequence of a summons from this Committee; but I have represented to the Committee the feelings of the trade at Cork.

5026. Do you know whether the trade intended to depute any other person to attend here to give evidence to this Committee?—I believe Mr. Cummins came at their desire; I have reason to think he was deputed by the timber trade, and that they paid his expenses for coming.

5027. You are aware that Mr. Cummins left London without being examined?—Yes.

5028. Have you met the trade of Cork since?—Yes; I communicated with the trade, and attended a meeting, and heard the opinions and sentiments and wishes of every member of the trade, and communicated my opinions to them.

5029. You are as fully deputed by the trade as Mr. Cummins would have been?—Decidedly, and as fully know the opinion of the trade.

5030. Was any disappointment expressed by the trade at Mr. Cummins not being called?—There have been in some instances; but I believe the trade in general are fully satisfied that I should represent their opinions.

Mr. *William Muir*, called in; and Examined.

Mr. *William Muir.*

5031. YOU reside at Leith?—I do.

5032. What is your occupation?—I am a general merchant, and have commissions for the sale of timber for several Baltic houses.

5033. Has your attention been directed to the state of the timber trade?—It has.

5034. Have you any suggestions to give on the subject of the trade to the Colonies and to the north of Europe, as regards the timber and the deal trade?—To the timber trade particularly I should say, that the present duties are, in my opinion, not judicious.

5035. Will you state your reasons?—The duty on Baltic timber is at present nearly 200 per cent. on the prime cost of the article, and in consequence of the large quantity of red pine imported from America at a low rate of duty, Baltic timber is excluded in a great measure from general use.

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5036. Why do you think that injudicious?—If timber was allowed to be imported from the Baltic at a lower rate of duty, more of it would be used; it is a much more durable timber than the American, and I think it would be a benefit to the country generally if the duties on Baltic timber were reduced.

5037. Are the Committee to understand that you consider Memel and Dantzic timber much more durable than American red pine timber?—I cannot say from my own knowledge, but the information I have received from persons practically acquainted with the respective qualities is, that Baltic timber is much more durable than American red pine.

5038. You cannot speak from your own knowledge of it?—No, I cannot.

5039. To what port does the timber you have had to deal with as consignee come?—Principally to Leith; but I also sell by contract to various other ports; to Grangemouth, for instance, I used to send many cargoes, principally for Glasgow account, but since red pine has been imported in such large quantities from America the Memel timber trade has been nearly annihilated in that quarter.

5040. Your imports to Grangemouth on consignment of Baltic timber have decreased in consequence of the superior quality, or the preference given to the red pine of America in the port of Glasgow?—The imports of Baltic timber have decreased in consequence of the red pine being sold at a lower rate, and not on account of the quality.

5041. Does the timber entered in the Frith of Forth for consumption in the west of Scotland go principally to Leith or to Grangemouth?—To Grangemouth.

5042. What is the price of American red pine timber at Leith?—About 2 *s.* to 2 *s.* 1 *d.* a foot, that is 5 *l.* to 5 *l.* 5 *s.* a load. At Leith, and in Scotland generally, square timber is sold by the foot and not by the load.

5043. What is the price of Memel timber?—From 2 *s.* 3 *d.* to 2 *s.* 4 *d.* per foot.

5044. Is there any difference in the mode in which Memel timber and American red pine are manufactured; is the one more square than the other?—The red pine is not so well squared as the Memel timber.

5045. Can you state the amount of difference in value in consequence of the difference of manufacture?—With us there is very little, if any, difference in the value after it has paid duty, for it is all sold by the string measure.

5046. You have stated that the red pine is not so well squared as the Memel, and that there is a difference equal to about 10 *s.* per load in the price; to what extent does the difference in the squaring of the timber affect the price in your opinion, supposing the qualities equal?—I do not think it affects the price at all with us.

5047. Is not the timber brought to a perfect square, more valuable to the consumer than that the edges of which are round?—That depends in some measure on the purpose to which it is to be applied; for some purposes it may be more valuable.

5048. Is there not a larger quantity of wood in a load die-square, than in a load calculated on the extent of measurement, while the corners are deficient?—There is an allowance made for those corners.

5049. Is not the timber measured by the calliper measure?—Yes, for duty; but it is sold by the string measure, which gives the actual solid contents; if it were sold by the calliper measure there would be a very considerable difference.

5050. What is the difference of price between the two?—From 10 *s.* to 12 *s.* a load, or about 3 *d.* per foot.

5051. What quantity of timber and deals were imported from the Baltic last year into Leith?—I cannot say, as I have no note of it with me, but the importation of timber has fallen off very much.

5052. Is it still carried on to any great extent?—No, not to a great extent, but deals are still imported to a large extent.

5053. In what ships do the importations from the Baltic chiefly take place into Leith?—Timber from Prussia is imported, in the majority of instances, in ships belonging to Prussia; from Russia, again, the trade is exclusively by British vessels.

5054. Do you import any Norway timber or deals?—The trade with Norway is almost entirely confined to battens.

5055. In what ships do they come?—Norwegian, exclusively.

5056. What is the proportion between British and Prussian ships?—I cannot state.

5057. Your own importations?—These are principally by Prussian vessels chartered on the spot, at Memel and Dantzic.

5058. Do they ever come in your own vessels?—I have no vessels of my own, but Leith vessels do bring them occasionally.

5059. To what extent do you consider the difference of duties in favour of the American injudicious?—I would recommend a reduction of duty on the Baltic timber.

5060. To what extent?—Ten shillings a load is that generally named, and I think to that extent it would be beneficial to the trade generally, and encourage the importation of a larger quantity of Baltic timber.

5061. Would it be beneficial to that extent to the consumer?—I think at first it would not, as the natural consequence of an increased demand would be to raise the price abroad; but I do not think that the advance would be permanent, and ultimately the consumer would be benefited by the reduction of duty.

5062. Do you consider that the employment of British shipping in preference to foreign, in the importation of a bulky article, is nationally advantageous?—I do.

5063. In estimating the degree of advantage or disadvantage of the trade, that would have to be a consideration?—It certainly would.

5064. Do you think that if the port of Leith were to derive increased importations from the Baltic, they would be more in British or in foreign shipping?—They would be partly in both, as they are at present.

5065. Supposing the extent of importation to be increased, do you see any reason to believe that the current of trade would not run in the same channel as it does at present?—I think it would.

5066. The disadvantage from the loss of employment of shipping might be set against any advantage to be gained?—I do not think there would be much loss to British shipowners if the duty on Baltic timber was reduced 10*s.* a load, as that would only prevent the importation of a certain quantity of American red pine; it would not affect the importation of yellow pine from America.

5067. Is not the whole of the red pine which comes to this country brought in British shipping?—Yes, it is.

5068. If that were brought from the Baltic in foreign shipping, would it not throw out of employment so much British shipping?—Certainly.

5069. Would not a less aggregate tonnage bring the same quantity from the Baltic, as compared with America?—The voyage being so much shorter, it would certainly do so.

5070. British tonnage would sustain a loss from the diminished quantity of shipping required for the whole importation, and you would lose from that diminished importation all that the foreigner engrossed?—It would, to the extent of the quantity of red pine, of which there would be a lessened importation; but, on the other hand, there would be additional employment for British ships in the Baltic trade.

5071. Are you aware at all of the course of the American trade; how the red pine imported into Leith is paid for; do any exports go to America in payment?—To a very limited extent.

5072. Are you aware whether the red pine imported into the port of Leith is paid for in exports from Scotland?—I should think it is.

5073. Do you export from Scotland to the Baltic in payment of the timber you import from thence?—From Scotland we do not export to the Baltic to any great extent, with the exception of herrings, of which a very large quantity goes to the Baltic annually.

5074. Do any go to America?—No.

5075. To the West Indies?—Yes.

5076. Are they sent to the Baltic in payment for timber?—Not exactly in barter; but to one port (Stettin) they take about 25,000 barrels a year from Scotland; and a very large quantity of coals are also now exported to Prussia.

5077. By British or foreign ships?—By both.

5078. In what proportion?—The proportion must be nearly in proportion to the timber imported; for the Prussian vessels which bring timber take out coals and herrings, and those chartered on this side do the same.

5079. Are they large?—The British vessels run from 180 to 210 and 220 tons, and the Prussian from 150 to 220 tons.

5080. Are there any large ships belonging to Leith?—Yes, a considerable number.

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5081. How are they employed?—Some in the New South Wales, and some in the West India trade, a good many in the American trade.

5082. None of them are in the Baltic trade?—There are none above 220 tons in the Baltic trade.

5083. What would you do with those ships employed in the American trade if the importation of timber were driven to the Baltic?—They would do very well for the Baltic trade, for Memel, Dantzic and Riga.

5084. What water is there at Memel?—The bar at Memel has had within the last 12 months less water upon it than usual; but I believe that lately it has increased, and it runs from 13 to 16 feet; I have often had accounts of 16 feet, and never knew it under 11 feet.

5085. Is there any general complaint, on the part of consumers of timber, of the price they have to pay for Baltic timber?—Compared with American timber, they think it is too dear.

5086. They complain that the American timber is too cheap?—No, they do not complain that American timber is too cheap.

5087. Do they complain of the price they have to pay for Baltic timber?—I am not aware of any particular complaint by consumers generally, except that the cost of Baltic timber is increased by the very high protecting duty.

5088. If you were going to build a house, or a row of houses, would you put it off under the expectation of timber being cheaper?—If I had other inducements to build, I would not put it off in that expectation.

5089. You would not expect it to be reduced?—I do not think the reduction would at first be considerable, as the price would probably be raised abroad, as previously stated; but as the Baltic timber trade is not confined to a few hands, but is widely extended, prices would in a short time find their proper level.

5090. You would not recommend an alteration beyond 10 *s.* a load?—I think that at present would be sufficient, and that the remaining difference of duty would afford a sufficient protection to our American Colonies.

5091. Timber being comparatively cheap, would it not be better to increase the revenue by 10 *s.*, by putting 10 *s.* on the American timber?—It would have the same effect as to Baltic timber.

5092. Then the increased revenue would be derived, and no loss to the consumer?—The revenue would be increased, but the consumer would have to pay more for American timber.

5093. Is there any further information you are desirous of giving to the Committee?—I have not had occasion to direct my attention particularly to the duties on deals, but I am of opinion that any alteration in the manner of charging the duty would require to be very carefully considered, because if all deals were to be charged with duty by the cubical contents, instead of the present method, I think that the trade would nearly all be thrown into the hands of the Norwegians.

5094. State your reasons for coming to that conclusion?—At present their deals, which are only nine inches broad, and subject to the same duty as deals imported from the Baltic 11 inches broad, cannot compete with the Baltic deals; but if the duty was charged by the cubic contents, that is, so much the load of 50 cubic feet, instead of so much the 120 pieces, as at present, I think the Norwegians would be enabled to send their deals to this country, to the exclusion of the Baltic ports, and that the trade would be carried on by Norwegian ships exclusively.

5095. The present arrangement of duty gives to the more distant countries an advantage equivalent to the additional cost of importation?—It does.

5096. And thereby enables the productions of the different ports of the north of Europe to compete fairly together in the British market?—It does.

5097. Which difference of duty could not be made in a direct form, without giving obvious occasion for national offence?—I think so.

Veneris, 7° die Augusti, 1835.

THE RIGHT HON. CHARLES POULETT THOMSON,

IN THE CHAIR.

Henry Warburton, Esq., (a Member of the Committee); Examined as follows.

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5098. WILL you state to the Committee what means you have had of becoming acquainted with the timber trade?—In the year 1808, on my father's death, I succeeded him in his business, which was that of a wholesale dealer in foreign timber, commonly known to the timber trade in London by the name of "*a yard keeper*." I continued in that business from 1808 until the end of the year 1831, when I quitted it. The nature of it was to obtain foreign timber for sale, either by purchasing in the home market of the importer, or (when I found it to my advantage) by importing it myself. Besides the information I acquired from my own experience, I have that to be obtained from the books of my father, and of his predecessors in the same business, which extend from 1757 down to 1808. Those books, of course, throw much light on the history of the timber trade during the period in question.

5099. Are you interested now?—I am no longer in business; nor am I further interested in the question now under the consideration of the Committee, than that I have premises at Memel, and a mortgage on a Prussian ship, together worth, perhaps, 1,000 *l.*, both of which I am seeking to dispose of.

5100. From your own observation of the timber trade, while you were engaged in it, and from what you have ascertained from examining the accounts open to you, can you state what has been the effect of the duties on that trade?—From 1757 to 1787, the duty with which deals were charged, the 120, was 30 *s.*; yet as the average dimensions of the deals in Norway cargoes were below 12 feet in length, and three inches in thickness, in apportioning the duty to the various goods which a Norway cargo contained, more than 30 *s.* must be apportioned to the 12 feet 3 inch deals. The effect of this very low or nominal duty was such as must obviously have resulted; namely, that the deals imported, as well from Norway as from Russia, were of much lower dimensions than are brought to this market under the present system of duties; thus, there were deals 7 feet, 9 feet, 10 feet, 11 feet long, 3 inches, 2 ½ inches, 2 inches, 1 ½ inch, 1 ¼ inch, and, in some cases, even 1 inch thick. This was of great advantage to the consumer in this country: since, obviously, when the converter of timber abroad was able profitably to dispose in this country of deals of every dimension, he could, without waste, turn every part of a tree to account, and could afford to sell the whole of his deals, on the average, so much the cheaper. Not only, however, could he sell his deals cheaper, but he could manufacture them of better quality, and assort them better. A deal, to be well manufactured, should be cut clear of coarse knots, of the centre or pith of the tree, and of the external sap or alburnum. This the manufacturer will easily accomplish, if, according to the quality of the log, you leave him to choose of what dimensions the deal shall be; but if, by making it his interest, you force him to cut all his deals of one thickness, and, as nearly as may be, of one length, you make it difficult for him to produce a deal without one or the other of these defects. The effect of our present tariff on deals, therefore, is to raise the price of shipment, and to render them of worse quality. By referring to the specifications of cargoes of deals imported into London from different countries, prior to 1787, or perhaps even to 1795, (up to either of which periods the duty was so moderate as to cause but little disturbance in the natural course of trade), we shall be able to judge what description of cargoes would now be brought from each of those countries were the trade perfectly unrestricted, or the tariff properly adjusted. During the period in question, each port in Norway, from which deals were exported, had its own pattern or dimensions for the deals which it principally manufactured. Thus the deals, ordinarily imported in the greatest number from Dram, were from 9 to 10 feet long, and from 1 ½ to 2 inches thick; those of Krageroe were from 9 to 14 feet

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long, and from 1 ½ to 2 inches thick; those of Longsound and Porsground from 10 to 16 feet long, and 2 inches thick; those of Larwig, Moss and Frederickstadt, adopted the dimensions prevalent at Christiania, namely, for white wood, 9 to 13 feet in length, and 3 inches in thickness; and for yellow wood, 9 to 13 feet in length, and either 1 ¼ inch or 2 ½ inches in thickness. All these peculiarities of manufacture, at the different ports, have been abolished in great measure by our present tariff, which makes it the interest of the manufacturer to produce a deal approaching as nearly as may be to the largest dimensions that the tariff allows. From some of these ports, namely, Longsound, Porsground, Krageroe, and Larwig, the shipments of deals to London were formerly very considerable, but they are now comparatively insignificant.

The following is the specification of two cargoes of deals, imported into London from Christiania in 1769, from which it will appear how large a proportion of a cargo at that time used to consist of deals or battens 1 ¼ inch thick. The inferior deals of that thickness, under the name of French deals, were sent principally to the French market.

		Number of Pieces.	
		First Cargo.	Second Cargo.
Yellow, 9 inch deals	Best, 9 to 12 feet long, 2 ½ in. thick	1,540	1,786
—	Seconds — — — — — — —	30	344
—	Best — — — 1 ¼ — — —	8,320	4,676
—	Seconds — — — — — — —	— —	424
7 inch battens	Best — — — 2 ½ — — —	1,440	1,800
—	Best — — — 1 ¼ — — —	4,610	3,030
—	Seconds — — — — — — —	180	—
White, 9 inch deals	Best, 10 to 13 feet — 3 — — —	2,250	3,188
—	Seconds — — — — — — —	90	702

Besides 6 feet deals, from 1 ¼ inch to 3 inches thick.

The average length of the deals and battens was 10 ½ feet.

The large proportion of deals and battens in each cargo, of the thickness of 1 ¼ inch, arises from the circumstance that that is the proper thickness for flooring boards. Battens can be cut of that thickness from the outside slabs that are left after taking two deals of the thickness of 2 ½ inches, one from each side of the pith or centre of the tree; and as it is that exterior part of the stem of a tree that is the freest from knots, there was no difficulty, when the duty admitted of importing profitably these thin deals and battens, in procuring boards free from knots, for laying floors of clean deal, such as we see in all houses of a certain scale, built more than 50 or 60 years ago. Such flooring boards of clean deal it is impossible to obtain from the deals and battens that are now imported. The moderate increase in the duty from 30 *s.* to 53 *s.*, which took place under the Consolidation Act, in 1787, levied as it was by tale, and not according to the value or dimensions of the deal, diminished very considerably the importation of these *single* deals and battens, as they were called. The duty was the same upon the deal, whatever were its length and thickness, provided the former did not exceed 20 feet, and the latter 3 ¼ inches; and so with battens, provided the length did not exceed 20 feet, and the thickness 2 ¾ inches. The duty was again raised in 1795, and then went on constantly receiving fresh augmentation during the progress of the war, until 1813, when it reached to 20 *l.* 15 *s.* 8 *d.*; the mode of levying it being still by tale, and not according to dimensions. The effect of this has been to banish all deals and battens from the market, except those of the full thickness which the tariff permits.

Up to 1803, a few single battens continued to be imported from Christiania. Yellow deals from Christiania, 2 ½ inches thick, owing to the uses for which they were required, continued to be imported, almost exclusively of any other thickness, until 1811. The addition then made to the duty of 100 per cent., and the subsequent addition of 20 per cent. more to the duty so doubled in 1813, rated as it was according to tale, and not according to dimensions, had the effect of expelling all except 3 inch deals from the market. Accordingly after the year 1812, I can find no trace of yellow 2 ½ inch deals, as forming part of any Norway cargo. The mode, in question, of rating the duty has also had the effect of keeping out of the market deals of every length, much inferior to the greatest length allowed by the tariff. Prior to 1811, cargoes from Christiania, containing deals exceeding 13 feet

in

in length, were of rare occurrence. The average length of the deals in the two cargoes above referred to is 10 ½ feet, and in general full one-third of every cargo imported from Christiania, prior to 1787, consisted of deals under 11 feet in length. From Dram, in Norway, entire cargoes of deals 10 feet long used to be brought to this market. In 1815, cargoes were brought to London from Christiania containing no deals under 12 feet long, and running from that length up to 19 feet, so that the average length was nearly 15 feet. This has continued from that time until the present, so that the average length of all the deals from Christiania is probably not less than 14 ½ feet. This has also been the case with other Norway ports; and those which have been unable to increase the average length of their deals, have virtually been excluded from our markets.

As to Sweden, Stockholm is the only port in that country from which, between 1757 and 1787, I can find that any constant shipment was made of deals for this market, and that in no great quantity. The deals then shipped were principally 14 feet long and 2 inches thick. As the duty, by tale, was raised, the thickness was increased to 2 ½ inches; and about 1800, it began to change to 3 inches, which shortly after became the established thickness exclusively, and has so continued ever since. The great rise in the price of deals in this country, which took place in 1800 and in 1807, on the interruption of our friendly relations with Denmark, and particularly the latter rise in 1807, gave a stimulus to the manufacture of deals in various parts of Sweden; so that various ports in that country, which, prior to that period, had not been heard of as exporting deals or timber, now make shipments, on a large scale, of deals to Great Britain. The length of a large proportion of the deals from these ports is from 16 to 20 feet.

Norway and Sweden formerly supplied 9 inch and 10 inch deals to this country; and whitewood deals came from Norway almost exclusively. Russia, Poland and Prussia, but principally Russia, supplied yellow *plank*, as they are termed; that is, deals 11, or above 11 inches wide. Petersburgh, Narva and Onega, were the principal ports from which yellow plank, not exceeding 20 feet in length, were shipped. Some were shipped from Wyborg. Between 1757 and 1790, I have noticed but few entries of yellow plank from Memel, from which they are now shipped so extensively. The plank shipped from Dantzig were almost entirely *deck* plank, as they are termed; that is, plank used for the decks of ships, 40 feet long, 12 inches wide, and 3 inches thick. Scarcely any deals were then shipped from Riga, or Archangel. A few whitewood plank and deals appear to have come from Wyborg and Narva prior to 1787; but it is not until after that period that extensive shipments of whitewood deals or plank appear to have been made from any Russian port. Yellow battens were shipped from Petersburgh and Wyborg; and to some extent from Onega.

So long as the tariff allowed of their being sent with advantage, thin deals and battens were sent from the East-country (as it was termed in contradistinction to Norway and Sweden), in as large a proportion, nearly, when compared with those of greater thickness, as from the Norwegian and Swedish ports.

Here are the specifications of two cargoes of yellow plank imported from Petersburgh in the year 1769.

	Number of Pieces.	
	First Cargo.	Second Cargo.
From 10 to 20 feet long, and 3 inches thick - - - -	370	272
— 2 ½ — - - - - -	679	1,676
— 2 — - - - - - -	57	1,581
— 1 ½ — - - - - -	883	573
— 1 ¼ — - - - - -	311	120

The average length of the plank, in each of these cargoes, was 16 ½ feet.

I have noticed some importations from Petersburgh, of 4 inch yellow plank, as part of several cargoes, about the year 1765. Plank of less thickness than 2 ½ inches nearly ceased to be imported from Petersburgh after the Consolidation Act, in 1787; but of that thickness it continued to be imported down to 1807; and for a year or two after the renewal of our communications with Russia in 1813. Since 1815, none but of the thickness of 3 inches have been sent to London from that

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port. The length of the battens, deals and plank, has been increased to nearly the greatest lengths allowed by the tariff. Yellow 9 inch deals, and whitewood deals and plank, have of late years been imported extensively from Petersburgh.

The following is the specification of a cargo of yellow plank, imported from Narva in the year 1764, from which it will be seen of what various thicknesses plank were imported from the East-country, so long as the tariff allowed it to be done with advantage.

From 9 to 20 feet long, and 4 inches thick	- - -	476	pieces.
— 3 —	- - -	2,092	—
— 2 ½ —	- - -	1,064	—
— 2 ¼ —	- -	746	—
— 2 —	- - -	793	—
— 1 ½ —	- - -	2,572	—

The average length of this cargo was 14 ½ feet.

Yellow deals and plank, 2 ½ inches thick, continued to be imported from Narva until 1805. Since the renewal of our communications with Russia, they have been imported only of the thickness of 3 inches. Whitewood deals and plank have for many years past been extensively shipped from Narva. As to length, both white and yellow deals and plank are now imported of nearly the full length that the tariff allows.

The following is the specification of a cargo of yellow plank and battens, imported from Onega, in the year 1770.

	Number of Pieces.	
	Plank.	Battens.
From 10 to 20 feet long, and 3 inches thick - - - -	507	—
— 2 ½ — - - - - -	1,180	136
— 2 — - - - - -	700	—
— 1 ½ — - - - - -	5,299	2,159
— 1 ¼ — - - - - -	666	—

The average length of the plank and battens was 15 feet.

The larger proportion of plank 1 ½ inch thick, to be found in the cargoes from Onega and Narva at this period, arises from the demand there always is for boards of yellow deal of that thickness, clear of knots, for making the steps of stairs. They can be cut of that thickness at a farther distance from the centre, and therefore more free from knots, than when a 3-inch plank is required; and if the tariff were properly adjusted, they would be imported, as they used formerly to be, in large quantity.

Onega deals and battens, of a thickness below the maximum allowed by the tariff, continued to be imported so late as 1805; and even to a very recent date, a small proportion of a cargo from that port often consisted of plank 2 ½ inches thick. The chief importations of deals from the White Sea, have of late been rather from the port of Archangel than from that of Onega. Almost all of the Archangel plank are 3 inches thick; but a very large importation of 2 ½ inch plank and deals would arrive from that port, if the tariff were so adjusted as to allow of their paying a duty in proportion to their thickness.

The following specification of a cargo, imported from Wyborg in 1766, will serve as a sample of what were the dimensions of the deals from that port previous to 1787.

	Number of Pieces.		
	Plank.	Deals.	Battens.
From 10 to 14 feet long, and 2 ½ inches thick - - - -	1,204	—	—
— 2 ¼ — - - - - -	1,112	108	—
— 2 — - - - - -	240	—	—
— 1 ½ — - - - - -	1,120	3,600	5,310
— 1 ¼ — - - - - -	1,356	—	—

The average length of the cargo was about 11 ½ feet.

The small quantity of yellow plank imported from Memel, prior to 1787, of which I can find any record, was of the thickness of 1 ½, 2, and 2 ½ inches; but the shipments of plank from that port at that period appear to have been very inconsiderable.

From all these examples of what the importations were at a time when the duty was so low as not to interfere materially with the natural course of trade, we may judge what the dimensions of the deals imported would be, if the duty were so adjusted as to leave us to supply our wants as it best may suit us. The effect of the contrary system is to restrict our markets, to occasion waste in the manufacture, to make us pay dearer for what we do use, and to prevent altogether our obtaining much that we should wish to use.

So much for the effect which the high rate of duty, coupled with the mode of adjusting it, has had upon the assortment of cargoes of deals. The high rate of duty, independently of its adjustment, has been most prejudicial to the interest of the wholesale dealers, in ports such as London, where, with one single exception, the privilege of bonding deals and timber on their own premises is not extended to individuals. In ports where individuals are allowed to bond on their own premises, the merchant importer has the entire management of his own business, and conducts the landing, as individuals are always able to do, on cheap terms as compared with a public company, while at the same time he is exempt from paying any warehouse rent, except the general rent for his premises. Not having to advance the duty, until he effects a sale, he is not liable to pay interest on the duty from the arrival of the cargo until the time of sale; and thus, although the duty be high, he stands at least on a footing as advantageous as the merchant who lands his cargo on the premises of a public bonding company; but in London, where individuals are not allowed to bond on their own premises, the yard-keeper who lands a cargo, at the time of its arrival, at his own yard, does not stand on an equal footing with the merchant importer, who bonds his cargo at a public dock. The yard-keeper has the choice of two evils: he must either pay the high duty at once, and lose the interest upon that duty, during the long time that the goods are seasoning for the consumer's use; or, if he choose to bond, he must pay high landing charges and warehouse rent to a dock company, though he has the premises, and the clerks and labourers in his employ, requisite for landing the cargo; and thus be subject to a double expense. Were the duty low, the interest on the advance of the duty would be small in amount; and he could have competed with the merchant who lands his cargo in a bonding dock. But the high duties, amounting to half the whole price, coupled with the refusal to allow him to bond on his own premises, have been destructive to his interests; and thus it has happened, that almost the whole of the timber trade of London, which formerly used to pass through the hands of the yard-keeper, has been transferred to the merchants, who land their goods with the bonding dock companies. Thirty years ago, the following was the course of business in the timber trade: the merchant who imported from Norway, did so partly on his own account; but he acted principally as consignee of cargoes, belonging to the Norway proprietors. These he sold, without the intervention of a broker, to the yard-keeper or middleman. The yard-keeper, on landing the Norway goods, assorted them according to their quality into Best and Seconds, and paid for them according to his own assorting. One month was the time allowed for landing a cargo, when afloat at the time of purchase; at the end of which, a bill at six months' date was drawn and accepted for the cargo, subject to a discount of 2 ½ per cent. from the amount of the deals. The merchant, who imported from Sweden, Russia or Prussia, sold generally through a broker, who received a commission of one per cent. The yard-keeper, in this case, accepted bills at four months, 14 days only being allowed for receiving the goods, and no discount on the price of deals.

Almost the whole of the deals and timber at that time imported into London, and used by other consumers than the Government, were sold to the yard-keepers, in the first instance, they being the wholesale dealers through whom the carpenters, builders and other consumers were supplied. The yard-keepers rarely imported to any considerable extent, except in the case of some particular goods. On the other hand, the merchant-importers and the brokers abstained from selling directly to consumers, apprehensive of losing the favourable regards of the yard-keepers, by interfering with their business.

The establishment of bonding docks, however, opened to the merchant importer such facilities for trading with the consumer immediately, that the old usage of

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keeping these two parties asunder has been gradually broken down. These enabled the importer to warehouse his goods, preserve them for use, until dry, and deliver the whole or any part of a cargo to a customer, without having recourse to the yard-keeper. The granting, therefore, to public companies the privilege of bonding, on the one hand, and the withholding from the yard-keepers the privilege of doing so on their own premises, on the other hand, has had the effect of transfering the larger share of the business, of directly supplying the consumer, from the yard-keeper to the merchant importer. Brokers no longer scruple to sell small portions of cargoes to consumers; and the use of the yard-keepers in London, as middlemen, is, in a great measure, gone.

5101. Is it not usual to make the same charge for the landing and rent of a cargo at a private yard as it is in the Commercial Docks?—If a merchant importer lands a cargo of deals on the premises of a yard-keeper, the yard-keeper makes the very same charge for landing and for rent, that a public company, having the privilege of bonding, would make. There is an established rate of charge.

5102. Then has he not the benefit of a bonding place, as far as regards the profit on the landing and the rental?—The merchant who lands his cargo at the yard of a private yard-keeper, must at once advance the duty upon it; he, therefore, loses the interest upon the duty advanced, and he has to pay the yard rent beside: whereas, in the bonding-yard, he saves the interest on the duty. Few cargoes of deals from the North of Europe, in consequence of the high duty, are now landed by the merchant importers on the wharfs of the yard-keepers; but, of American deals, the duty on which is nominal, a considerable quantity are yet landed with the yard-keepers. I was one of six or seven parties in London, with whom, prior to the opening of docks for bonding, owing to the convenient situation of our premises on the river side, almost all the cargoes of deals imported into London were landed. The landing charges and rental were of themselves the source of considerable emolument to us; but, as we were also dealers in the article we landed, there was also the incidental advantage of obtaining, during the landing, complete insight into the quality of the cargo. When the privilege of bonding was granted to public companies, but withheld from us, almost the whole of the landing was transferred from us to them, and we lost this profitable part of our business.

5103. Would not the abolition of the practice of bonding timber remedy that inconvenience?—If it could be done consistently, with security to the revenue, I would extend the privilege in question to the yard-keepers; not withdraw it from the companies. I should be very sorry to see a benefit done to the yard-keepers at the expense of the public.

5104. Will you explain in what way that would be at the expense of the public?—Deals require to be kept a considerable time, to be sufficiently dry for the consumer's use. If the advance of the duty by the merchant importer is suspended, until the commodity comes into the consumer's hands, it is clear that he can afford to sell at a lower rate, than if payment of the duty were demanded at the moment of importation. Were the latter to be the case, the merchant must, of course, charge the ordinary rate of profit upon the duty from the moment of importation, until he realises the amount of his sales: he now charges that rate of profit on the duty only from the time of his actually advancing it. The consumer would be the loser, were the payment of duty required to be immediate.

5105. Has not the suspension of the payment of duty, when that constitutes so large a portion of the whole cost, the effect of occasioning excessive importation?—It is very difficult to estimate what excess of importation is.

5106. Is it not always the inclination and interest of the importer of timber to sell it instanter?—Doubtless; if he can do so at a profit.

5107. Is timber an article, like wine, that benefits by keeping?—If the question refers to timber in the log, owing to its becoming rent by the weather, it sells for 15 per cent. less the second year than the first, and so for less and less the longer you keep it. What I said referred principally to deals. At the end of 18 months from the time of importation, they are scarcely dry enough for the consumer's use. I will now furnish the Committee with the prices of deals and timber, for a series of years; which I can do from 1757 down to the present time.—[*Vide Appendix*, No. 11.]—It is sometimes objected to our drawing our supply of timber from the North of Europe, that its price in the foreign markets, and therefore in the home market, is very liable to fluctuate, owing to war, or other political changes taking place on the Continent. It will be worth while, therefore, examining how far the changes from

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from war to peace and from peace to war have affected the prices of timber and deals. To go to the very beginning of this series of years, it is remarkable that the prices of timber and deals in the northern markets were very nearly the same about that period that they are now; so that if to the cost of the article at that time, independent of duty, we add the present amount of duty, we shall arrive, very nearly, at the present price in the home market. I will give some instances of that: *see* below 1761, 1762, 1763, Dantzig Timber. The average price of timber at Dantzig, for these three years, was 22 *s.* 1 *d.*; the average freight was 22 *s.* 11 *d.*; the average cost, without duty, was 46 *s.* 5 *d.* The average of the prices at Dantzig, which I have inserted, from the year 1821 to the present year, is 20 *s.* 5 *d.*; the average of the freights I have inserted, for the same period, is 25 *s.* 1 *d.* I have added, in the Table, the cost of importing two cargoes this present year; the particulars of which have been furnished me by the gentlemen to whom I parted with my business, and who were themselves the importers in this instance. The average cost, at Dantzig, of these two cargoes, was 23 *s.*; the freight, 17 *s.*; the average cost, without duty, in the home market, 42 *s.* 10 *d.*

DANTZIG TIMBER.

YEARS	1761.	1762.	1763.	1822.	1823.	1824.	1824.	1824.	1825.	1825.	1827.	1831.	1835.	1835.
				Best Mid.	Best Mid.	Best Mid.	Crown.	Brack.	Best Mid.				2d Mid.	Best Mid.
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
Prime Cost in Sterling, per Load, English Measure	20 2	22 4	23 10	19 6	22 –	19 2	22 –	18 –	20 –	18 6	17 –	22 8	20 6	25 6
Freight, Port-charges and Hat-money	22 2	24 6	22 –	24 3	31 6	25 2	27 6	26 3	29 10	34 –	22 3	20 –	17 –	17 –
Charges	1 6	1 6	1 2	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6
Total, without Duty	43 10	48 4	47 –	46 3	56 –	46 10	52 –	46 9	52 4	55 –	41 9	45 2	40 –	45 –
Duty	3 8	3 8	3 8	55 –	55 –	55 –	55 –	55 –	55 –	55 –	55 –	55 –	55 –	55 –
Total, with Duty	47 6	52 –	50 8	101 3	111 –	101 10	107 –	101 9	107 4	110 –	96 9	100 2	95 –	100 –

5108. Is not the difference in the cost at these two periods owing principally to the difference in freight?—It is, excluding the duty. I will now take the cost of importing timber from Memel at different periods, as far as I am able.

COST OF IMPORTING TIMBER FROM MEMEL.

YEARS	1765.	1778.	1778.	1779.	1779.	1780.	1780.	1781.	1781.	1782.	1782.
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
Prime cost of 50 cubic feet, English measure	16 –	13 5	11 2	11 9	14 6	12 5	13 10	13 –	13 3	12 5	13 7
Freight & Port charges	20 4	25 6	22 4	24 6	25 6	25 –	28 6	36 6	50 6	42 6	53 –
Miscellaneous Expenses	– 11	1 4	1 6	1 6	1 6	1 6	1 6	1 6	2 –	1 8	1 6
Total, without Duty	37 3	40 3	35 –	37 9	41 6	38 11	43 10	51 –	65 9	56 7	68 1
Duty	3 8	3 8	3 8	3 8	3 8	3 8	3 8	3 8	3 8	3 8	3 8
Total, with Duty	40 11	43 11	38 8	41 5	45 2	42 7	47 6	54 8	69 5	60 3	71 9

YEARS	1783.	1784.	1784.	1785.	1786.	1787.	1788.	1789.	1789.	1790.	1790.	1791.	1791.
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
Prime cost of 50 cubic feet, English measure	13 –	12 9	16 11	14 1	14 5	14 –	14 2	14 8	12 5	11 4	21 6	31 2	23 11
Freight & Port charges	18 6	16 6	16 5	16 5	15 6	15 6	15 6	15 6	14 6	15 6	21 8	15 6	15 6
Miscellaneous Expenses	1 6	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 6	1 6	1 6
Total, without Duty	33 –	30 7	34 8	31 10	31 3	30 10	31 –	31 6	28 3	28 2	44 8	48 2	40 11
Duty	3 8	3 8	3 8	3 8	3 8	6 8	6 8	6 8	6 8	6 8	6 8	6 8	6 8
Total, with Duty	36 8	34 3	38 4	35 6	34 11	37 6	37 8	38 2	34 11	34 10	51 4	54 10	47 7

(*continued*)

COST OF IMPORTING TIMBER FROM MEMEL—*continued.*

YEARS	1792.	179 3	1794.	1795.	1796.	1796.	1797.	1798	1799.	1799.	1800.	1803.	1822.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Prime cost of 50 cubic feet, English measure	20 –	18 –	13 2	16 10	14 6	20 7	16 9	17 3	17 6	26 4	35 –	40 –	21 –
Freight & Port charges	15 6	30 6	24 6	35 8	33 6	35 8	24 9	28 –	34 9	36 –	45 6	- -	22 10
Miscellaneous Expenses	1 6	1 6	1 6	2 –	1 6	1 6	1 7	1 6	2 3	1 2	2 6	- -	2 3
Total, without Duty -	37 –	50 –	38 10	54 6	49 6	57 9	43 1	46 9	54 6	63 6	83 –	- -	46 1
Duty - - -	6 8	6 8	6 8	10 –	10 –	10 6	11 1	12 9	13 3	13 3	13 3	- -	55 –
Total, with Duty -	43 8	56 8	45 6	64 6	59 6	68 3	54 2	59 6	67 9	76 9	96 3	40 –	101 1

YEARS	1823.	1824.	1824.	1825.	1825.	1826.	1827.	1828.	1829.	1829.	1830.	1831.	1831.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Prime cost of 50 cubic feet, English measure	22 3	20 10	21 1	21 2	22 –	22 3	20 –	21 6	22 6	21 6	22 9	24 7	27 6
Freight & Port charges	26 6	22 10	26 6	26 6	33 10	21 5	20 5	20 8	24 4	21 3	21 3	22 3	24 4
Miscellaneous Expenses	2 3	2 3	2 3	2 3	2 3	2 3	2 3	2 3	2 3	2 3	2 3	2 3	2 3
Total, without Duty -	51 5	45 11	49 10	49 11	58 1	45 11	42 8	44 5	49 1	45 –	46 3	49 1	54 1
Duty - - -	55 –	55 –	55 –	55 –	55 –	55 –	55 –	55 –	55 –	55 –	55 –	55 –	55 –
Total, with Duty -	106 5	100 11	104 10	104 11	113 1	100 11	97 8	99 5	104 1	100 –	101 3	104 1	109 1

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I will refer to the cost price, without duty. In 1765, which is the first year in which I can find in my books any record of an import from Memel, the price at Memel was 16 *s.*; the freight, 20 *s.* 4 *d.*; the cost of import, 37 *s.* 3 *d.* From 1778 to the close of 1782, a period of war, the price at Memel had fallen considerably below the above quoted price in 1765: the average of the prices for that period being 12 *s.* 11 *d.* The prices, however, in the home market rose enormously, and that owing to the rise in freight. From 1778 to 1780, the average freight from Memel was 25 *s.* 3 *d.*; the average import price was 39 *s.* 7 *d.*; but from the breaking out of our war with Holland, at the close of 1780, to the close of 1782, the freight rose to 36 *s.* 6 *d.*, 50 *s.* 6 *d.*, and at last, in 1782, to 53 *s.*; and the price of timber at Memel continued stationary, at about 13 *s.* 1 *d.*: the cost of import in the home market rose to 68 *s.* 1 *d.* The following year, the freight fell from 53 *s.* to 18 *s.* 6 *d.*; and with it the cost of import fell from 68 *s.* 1 *d.* to 33 *s.* From 1783 to the middle of 1790, the price of timber at Memel and the freight continued steadily low, the average of the prices being 13 *s.* 9 *d.*; that of the freights, 16 *s.*; that of the cost of import, 31 *s.* 1 *d.* In the middle of 1790, prices began to rise at Memel, owing probably to the disturbances in Poland, until, in 1791, they reached 31 *s.* 2 *d.*: from this period they gradually fell, until, in 1794, they reached the low price of 13 *s.* 2 *d.* The freight rose, in 1790, to 21 *s.* 8 *d.*; but in 1791 and 1792, continued steadily low at 15 *s.* 6 *d.* In 1793, on the breaking out of the war, it rose to 30 *s.* 6 *d.*; and from that period, although oscillating backwards occasionally, it continued to advance until 1800, the period of the second Northern confederacy, when it reached 45 *s.* 6 *d.* From 1794 to the middle of 1799, the average price at Memel continued low, at 16 *s.* 8 *d.* In 1799, it rose to 26 *s.* 4 *d.*; and on the occasion of the first expedition to Copenhagen, to 35 *s.* The freight fell in 1802 to 19 *s.*, and rose in 1803 to 42 *s.*; at which rate, nearly, it remained until the interruption of our friendly relations with Prussia in 1806. Of the price at Memel, from 1800 to 1822, I can give no information, as during that period my house did not import timber from thence. From 1822 to 1830 inclusive, the price of best middling timber at Memel averaged 21 *s.* 6 *d.*, English custom-house measure, without undergoing any very material variation. The freight during that period varied from 28 *s.*, all charges included, to 33 *s.* 10 *d.*, which was paid in some cases in 1825. The cost of import varied from 42 *s.* to 58 *s.* The price at Memel rose in 1831 to 26 *s.*; the freight averaged 23 *s.* 2 *d.*; the cost of import averaged 51 *s.* 7 *d.* My retirement from trade prevents me giving information respecting any later period. The conclusion I arrive at from these,

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these, and other instances of a like nature, is this: that the price in the foreign market, so far from being necessarily raised upon occasions of this country being engaged in war, on the contrary has frequently fallen under these circumstances. The most fluctuating element of price is the freight. This is the element which, on the breaking out of a war, always varies greatly. Private consumption diminishes at such times more than the consumption of the Government increases; and this will account for the low price which, on such occasions, often prevails in the foreign markets. There is no ground, I apprehend, to fear that when wars break out, we are likely to be deprived of our supply of timber in the countries of growth. So far as the price is concerned, it is not in the country of growth that the difficulty lies; but the real difficulty lies in providing the vessels, and in removing the obstructions to navigation, that arise out of war; and it is to the rise in freights that most frequently is owing the rise in the prices of timber, which war has generally been found to occasion.

5109. You state that the rise in price is occasioned by the alteration in freights, arising from the increased demand for vessels; is it in your recollection, in 1800, the Emperor of Russia published a ukase, that without this country took iron, it should have no deals, that a certain proportion of iron must come with the deals? —I have heard of the ukase; but the time and circumstances of it are not distinctly within my recollection. I will proceed to the case of Riga timber, as imported at several periods:—

COST OF IMPORTING RIGA TIMBER.

YEARS	1757.	1758.	1758.	1759.	1760.	1761.	1762.	1763.	1763.	1764.
Exchange, $\frac{1}{90}$ths of Rixdollar to 1 *l.*	366	360	360	372 ½	385 ¾	360	354	348	348	400
Prime Cost in Rixdollars	3.03	3.4	2.68	3.07	2.95	4.07	3.86	3.23	3.93	4.79
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Prime Cost in Sterling	15 –	17 –	15 8	14 10	13 9	20 4	19 7	16 5	20 5	21 6
Freight, Hat-money and Port-charges	28 8	28 4	30 6	30 11	28 3	30 4	31 4	33 2	20 4	20 4
Miscellaneous Charges and Insurance	1 7	1 8	1 8	1 2	1 9	1 6	1 5	1 9	1 6	1 4
Total, without Duty	45 3	47 –	47 10	46 11	43 9	52 2	52 4	51 4	42 3	43 2
Duty	3 8	3 8	3 8	3 8	3 8	3 8	3 8	3 8	3 8	3 8
Total, with Duty	48 11	50 8	51 6	50 7	47 5	55 10	56 –	55 –	45 11	46 10

YEARS	1765.	1766.	1782.	1783.	1784.	1786.	1788.	1794.	1796.	1800.
Exchange, $\frac{1}{90}$ths of Rixdollar to 1 *l.*	372 ½	360	- -	- -	360	386	393	375	354	340
Prime Cost in Rixdollars	3.93	3.62	- -	- -	4.46	4.54	4.75	5.77	8.29	7.78
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Prime Cost in Sterling	19 –	18 1	18 –	20 –	23 2	21 2	21 9	27 9	42 2	41 2
Freight, Hat-money and Port-charges	20 4	20 4	65 9	21 6	18 4	18 6	19 6	38 9	45 4	53 10
Miscellaneous Charges and Insurance	1 8	1 1	2 –	1 9	1 9	1 9	1 9	2 8	2 6	1 6
Total, without Duty	41 –	39 6	85 9	43 3	43 3	41 5	43 –	69 2	90 –	96 5
Duty	3 8	3 8	3 8	3 8	3 8	3 8	6 8	6 8	11 –	13 8
Total, with Duty	44 8	43 2	89 5	46 11	46 11	45 1	49 8	75 10	101 –	110 1

COST OF IMPORTING RIGA TIMBER—*continued.*

YEARS	1807.	1823.	1824.	1824.	1826.	1827.	1827.	1828.	1828.	1831.
Exchange, $\frac{1}{90}$ths of Rixdollar to 1*l.*	418	Silver Rubles in Sterling.	*s. d.* 2 11	*s. d.* 3 1	*s. d.* 3 1	*s. d.* 3 2	*s. d.* 3 2	*s. d.* 3 2	*s. d.* 3 2	*s. d.* 3 4
Prime Cost in Rixdollars	10.23	Price in Silver Rubles.	9.32	5.57	6.76	7.92	7.20	6.17	6.53	6.74
	s. d.	*s. d.*	Crown Tr. *s. d.*	Best Mid. *s. d.*	Crown Tr. *s. d.*	Crown Tr. *s. d.*	Mixed. *s. d.*	Best Mid. *s. d.*	Best Mid. *s. d.*	Best Mid. *s. d.*
Prime Cost in Sterling	44 –	21 –	27 6	17 3	21 –	24 11	22 8	19 10	21 –	21 9
Freight, Hat-money and Port-charges	50 1	26 9	29 9	31 10	24 11	22 5	23 –	22 –	22 9	28 –
Miscellaneous Charges and Insurance	3 –	2 3	2 3	2 3	2 3	2 3	2 3	2 3	2 3	2 3
Total, without Duty	97 1	50 –	59 6	51 4	48 2	49 7	47 11	44 1	45 –	52 –
Duty	26 8	55 –	55 –	55 –	55 –	55 –	55 –	55 –	55 –	55 –
Total, with Duty	123 9	105 –	114 6	106 4	103 2	104 7	102 11	99 1	100 –	107 –

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Riga, it is to be considered, prior to 1772, was the principal port in the North of Europe for supplying this country with squared logs of fir timber. From 1757 to 1763, a period of war, the average price of timber at Riga was 16*s.* 7*d.*; the average freight per load, 30*s.* 2*d.*; the average cost of import, 48*s.* 4*d.* From 1763 to 1766, years of peace, the average price rose at Riga to 19*s.* 9*d.*; the freights full to 20*s.* 4*d.*; the average cost of import to 41*s.* 6*d.*: 1782, a year of war, price at Riga, 18*s.*; freight, 65*s.* 9*d.*; cost of import, 87*s.* 9*d.*: 1783 to 1788, years of peace, average price at Riga, 21*s.* 6*d.*; average freight, 19*s.* 5*d.*; average cost of import, 42*s.* 9*d.* After 1772, Memel became the principal port for supplying this country with square fir timber for building purposes, and Riga ceased to be so; but continued the principal port for the supply of mast timber for the use of our navy. Prices were more affected, therefore, by war, at Riga than at Memel. In 1794, the price at Riga rose to 27*s.* 9*d.*; in 1796, to 42*s.* 2*d.*; in 1800, the year after the first expedition to Copenhagen, the price was 41*s.* 2*d.*; in 1807, the year of the second expedition to Copenhagen, the price was 44*s.* For these several years, respectively, the freights rose to 38*s.* 9*d.*, 45*s.* 4*d.*, 53*s.* 10*d.* and 50*s.* 1*d.*; and the cost of import, without duty, to 69*s.* 2*d.*, 90*s.*, 96*s.* 5*d.* and 97*s.* 1*d.* respectively. During the disastrous period for the trade with the North of Europe, subsequently to 1807, it was in the obtaining freight for the timber, not in purchasing the timber in the foreign market, that the principal source of expense and difficulty lay. In 1808, I offered at the rate of 126*s.*, with 5 per cent. additional, equal to 132*s.* 4*d.*, for freight from Riga, and could not procure it; and in 1811, I gave my correspondent at Riga an order for shipping goods, unlimited as to freight; but was disappointed in obtaining ships. From 1823 to 1831, the price of second timber has not much varied from the average of 21*s.* 2*d.*; the freight has fluctuated from 21*s.* to 38*s.*, which amount, all charges included, it reached in 1825. In the case of Riga timber, therefore, although at particular periods of the late war the price at Riga rose very considerably, yet in this, as in the former instance, the freight has been the most fluctuating element. The price of 21*s.* 2*d.*, it will be seen, is nearly the same as the price from 1763 to 1766, which was 19*s.* 9*d.*

I will now give the cost of importing Christiania deals, at different periods, from 1763 to 1804. These, according to the four principal descriptions of deals into which cargoes from Christiania used formerly to be assorted, I have inserted in a Table, marked (B). p. 348. Cargoes from Christiania, as they now arrive, are no longer assorted into Best and Second deals, but are sold, the Best and Seconds mixed together, in the proportion, in good parcels, of two Best to seven Seconds. To compare, therefore, a cargo of former, with a cargo of present times, we must suppose the cargoes of present times to consist of best and second deals, assorted in the above-mentioned proportion, and differing from one another in price, in the case of yellow

yellow deals, about 5*l.* the 120; in the case of white deals about 3*l.*; such being the differences which formerly subsisted between Best and Second deals in the Christiania market. Since 1821, the average price in this market of mixed Christiania deals has been for 120, 12 ft. × 9 in. × 3 in. Yellow, about 31 *l.*; and for White, of the same standard, about 29*l.* If the cargo be assorted, and prized according to the above stated rule, we shall obtain the following as the average prices of assorted Christiania deals since 1821: viz.

For Yellow, best	£. 35	–	–
— second	30	–	–
For White, best	31	6	8
— second	28	6	8

From these prices the duty must be deducted. Now, though the rate of duty is 19*l.* per 120, yet, as the deals paying this duty are on the average about 14½ feet long, the duty on deals 12 feet long will be reduced to $\frac{12}{14\frac{1}{2}}$ × £. 19. = £. 15. 14. 6. To this should be added seven months' interest on the amount, by which the duty in question exceeds the duty paid at the time at which we wish to make a comparison. If, for instance, that time be the period previous to 1795, 7*s.* or 8*s.* must be added, for interest, to the foregoing sum of 15*l.* 14*s.* 6*d.*, which will raise it to above 16*l.* This deducted from the former prices, leaves—

For Yellow, best deals	£. 19	–	–
— second	14	–	–
For White, best	15	6	8
— second	12	6	8

The yellow deals, however, must be further reduced, in the proportion of 2 ½ inches to 3 inches, before they can be compared with the deals of former periods. This reduction made, the prices will stand as follow: viz.—

For Yellow, best deals	£. 15	16	8
— second	11	13	4
For White, best	15	6	8
— second	12	6	8

such being the sum remaining out of the proceeds from each several description of deal, after payment of the duty, for meeting the aggregate of prime cost abroad, freight, and charges incurred in this country. If we compare this last scale of prices with those of the years previous to 1796, we shall see that they are very nearly equal to the cost of import on the average of the years from 1763 to 1796. In the case of Christiania deals, therefore, in a more marked degree even than in the case of timber in the log from the ports on the eastern coast of the Baltic, the prices of the few last years appear to be on a level with those from 40 to 70 years ago.

Now, as to the fluctuations in the elements of cost of Christiania deals, taking the period from 1763 to 1804, it will appear from the Table (B.), that in the case of yellow best deals, the minimum price at Christiania neted is 10*l.* 0*s.* 9*d.*, the maximum 15*l.* 11*s.* 2*d.*; and that the fluctuation therefore was 56 per cent.: that in the case of yellow second deals, the minimum price neted is 4*l.* 2*s.*; the maximum 9*l.* 18*s.*, and that the fluctuation therefore was 140 per cent.; that in the case of best white deals, the minimum price neted is 7*l.* 18*s.* 5*d.*, the maximum 13*l.* 13*s.* 7*d.*, and that the fluctuation was 73 per cent.; and that in the case of second white deals, the minimum price neted is 3*l.* 13*s.*, the maximum 10*l.* 16*s.* 10*d.*; and that the fluctuation therefore was 197 per cent. In the case of freights, the minimum neted is 1*l.* 17*s.* 1*d.*, the maximum 6*l.* 18*s.* 6*d.*, and the fluctuation therefore was 273 per cent. The most remarkable and sudden fluctuations are then in the freights. In 1774, the freight for the Norway standard of 120 pieces, 11 ft. × 9 in. × 1¼ in., from Christiania to London, was 21*s.* In 1780, it rose to 30*s.*; in 1781, to 38*s.*; and in 1782, to 50*s.*; the price of deals at Christiania during this time remaining stationary, the fluctuations of price in the London market keeping pace with those of the freight. In 1783, the freight fell to 20*s.*, at which level it remained almost steadily until the breaking out of the war in 1793. It then rose to 27*s.*, and during the progress of the war went on increasing, until, in 1801, it reached 62*s.* At the peace of 1802, it fell to 26*s.*; and on the renewal of the war, again immediately rose to 51*s.* During the war, from 1793 to 1800 inclusive, the prices were not higher at Christiania than during the peace which preceded it. In 1801, they rose about 25 per cent., but were not subsequently affected by the conclusion of the peace of 1802, or the renewal of the war in 1803. Beyond 1804, I am not able to trace the prices in the Norway market.

TABLE (B.)—COST OF IMPORTING DEALS FROM CHRISTIANIA.

YEARS	1763.	1764.	1765.	1766.	1767.	1769.	1770.	1771.	1772.	1773.	1774.	1778.	1778.
Best Yellow Deals, 12 ft. × 9 in. × 2 ½ in.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Cost at Christiania	10 – 9	11 – –	12 – –	12 12 –	10 15 –	11 17 6	12 8 –	12 7 1	12 – –	12 – –	12 – –	11 19 10	11 19 10
Freight to London	2 4 8	2 6 5	2 3 7	2 1 5	1 17 1	1 19 3	2 1 5	2 8 –	2 10 2	2 10 2	2 5 9	3 1 1	2 12 5
Charges and Insurance	– 6 6	– 11 6	– 6 11	– 6 11	– 6 6	– 8 7	– 13 8	– 8 7	– 12 –	– 8 7	– 6 10	– 6 10	– 6 10
Total, without Duty	12 11 11	13 17 11	14 10 6	15 – 4	12 18 7	14 5 4	15 3 1	15 3 8	15 2 2	14 18 9	14 12 7	15 7 9	14 14 1
Duty	2 8 –	2 1 9	2 2 6	1 19 2	2 2 –	1 14 8	1 16 4	1 16 4	1 18 –	1 16 –	1 15 6	1 15 –	1 15 –
Total, with Duty	14 19 11	15 19 8	16 13 –	16 19 6	15 – 7	16 – –	16 19 5	17 – –	17 – 2	16 14 9	16 8 1	17 2 9	16 14 1
Second Yellow Deals, 12 ft. × 9 in. × 2 ½ in.													
Cost at Christiania	4 2 –	4 3 6	7 8 –	6 13 7	5 15 –	5 19 7	6 12 –	6 18 8	5 13 6	5 6 10	6 3 –	7 7 7	7 7 7
Freight to London	2 4 8	2 6 5	2 3 7	2 1 5	1 17 1	1 19 3	2 1 5	2 8 –	2 10 2	2 10 2	2 5 9	3 1 1	2 12 5
Charges and Insurance	– 5 3	– 8 –	– 5 11	– 5 10	– 5 3	– 6 6	– 10 –	– 7 –	– 8 9	– 7 –	– 5 7	– 5 7	– 5 7
Total, without Duty	6 11 11	6 17 11	9 17 6	9 – 10	7 17 4	8 5 4	9 3 5	9 13 8	8 12 5	8 4 –	8 14 4	10 14 3	10 5 7
Duty	2 8 –	2 1 9	2 2 6	1 19 2	2 2 –	1 14 8	1 16 4	1 16 4	1 18 –	1 16 –	1 15 6	1 15 –	1 15 –
Total, with Duty	8 19 11	8 19 8	12 – –	11 – –	9 19 4	10 – –	10 19 9	11 10 –	10 10 5	10 – –	10 9 10	12 9 3	12 – 7
Best White Deals, 12 ft. × 9 in. × 3 in.													
Cost at Christiania	8 2 –	9 – –	9 8 –	10 4 –	9 18 –	10 – –	9 11 10	9 18 –	9 10 10	9 15 10	9 13 –	8 15 3	8 15 3
Freight to London	2 13 8	2 15 8	2 12 4	2 9 8	2 4 6	2 7 2	2 9 8	2 17 7	3 – 2	3 – 2	2 14 11	3 13 4	3 1 5
Charges and Insurance	– 6 2	– 10 9	– 6 5	– 6 6	– 6 2	– 7 10	– 12 2	– 8 –	– 11 –	– 8 –	– 6 4	– 6 4	– 6 4
Total, without Duty	11 1 10	12 6 5	12 6 9	13 – 2	12 8 8	12 15 –	12 13 6	13 3 7	13 2 –	13 4 –	12 14 3	12 14 11	12 3 –
Duty	2 8 –	2 1 9	2 2 6	1 19 2	2 2 –	1 14 8	1 16 4	1 16 4	1 18 –	1 16 –	1 15 6	1 15 –	1 15 –
Total, with duty	13 9 10	14 8 2	14 9 3	14 19 4	14 10 8	14 9 8	14 9 10	14 19 11	15 – –	15 – –	14 9 9	14 9 11	13 18 –
Second White Deals, 12 ft. × 9 in. × 3 in.													
Cost at Christiania	3 13 –	3 14 –	5 19 –	7 5 –	5 8 6	6 1 6	5 15 –	6 – –	5 5 –	4 – –	5 13 –	5 19 11	5 19 11
Freight to London	2 13 8	2 15 8	2 12 4	2 9 8	2 4 6	2 7 2	2 9 8	2 17 7	3 – 2	3 – 2	2 14 11	3 13 4	3 1 5
Charges and Insurance	– 5 3	– 8 –	– 5 8	– 5 11	– 5 3	– 6 8	– 9 10	– 6 10	– 8 9	– 6 10	– 5 8	– 5 8	– 5 8
Total, without Duty	6 11 11	6 17 8	8 17 –	10 – 7	7 17 9	8 15 4	8 14 6	9 4 5	8 13 11	7 7 –	8 13 7	9 18 11	9 7 –
Duty	2 8 –	2 1 9	2 2 6	1 19 2	2 2 –	1 14 8	1 16 4	1 16 4	1 18 –	1 16 –	1 15 6	1 15 –	1 15 –
Total, with Duty	8 19 11	8 19 5	10 19 6	10 19 9	9 19 9	10 10 –	10 10 10	11 – 9	10 11 11	9 3 –	10 9 1	11 13 11	11 2 –

Cost of Importing Deals from Christiania—*continued.*

YEARS	1779.	1780.	1781.	1782.	1783.	1784.	1785.	1786.	1787.	1788.	1789.	1790.
Best Yellow Deals, 12 ft. × 9 in. × 2 ½ in.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Cost to Christiania	11 13 –	11 15 –	11 8 10	11 8 10	11 8 10	11 19 2	11 14 –	11 14 –	11 14 –	11 14 –	11 14 –	11 14 –
Freight to London	2 12 5	3 5 6	4 3 –	5 9 2	2 5 10	1 19 4	2 1 6	2 3 8	2 1 6	2 2 7	1 19 4	2 8 –
Charges and Insurance	– 6 10	– 6 10	– 6 10	– 6 10	– 6 2	– 8 7	– 6 2	– 6 2	– 6 2	– 6 2	– 6 2	– 6 2
Total, without Duty	14 12 3	15 7 4	15 18 8	17 4 10	14 – 10	14 7 1	14 1 8	14 3 10	14 1 8	14 2 9	13 19 6	14 8 2
Duty	1 15 –	1 15 –	1 15 –	1 15 –	1 15 –	1 15 –	1 15 –	1 15 –	2 18 –	2 18 –	2 18 –	2 18 –
Total, with Duty	16 7 3	17 2 4	17 13 8	18 19 10	15 15 10	16 2 1	15 16 8	15 18 10	16 19 8	17 – 9	16 17 6	17 6 2
Second Yellow Deals, 12 ft. × 9 in. × 2 ½ in.												
Cost at Christiania	6 14 5	7 4 7	7 – 9	7 – 9	7 – 9	6 18 –	7 3 7	7 3 7	7 3 7	7 3 7	7 3 7	7 3 7
Freight to London	2 12 5	3 5 6	4 3 –	5 9 2	2 5 10	1 19 4	2 1 6	2 3 8	2 1 6	2 2 7	1 19 4	2 8 –
Charges and Insurance	– 5 7	– 5 7	– 5 7	– 5 7	– 5 7	– 7 –	– 5 7	– 5 7	– 5 7	– 5 7	– 5 7	– 5 7
Total, without Duty	9 12 5	10 15 8	11 9 4	12 15 6	9 12 2	9 4 4	9 10 8	9 12 10	9 10 8	9 11 9	9 8 6	9 17 2
Duty	1 15 –	1 15 –	1 15 –	1 15 –	1 15 –	1 15 –	1 15 –	1 15 –	2 18 –	2 18 –	2 18 –	2 18 –
Total, with Duty	11 7 5	12 10 8	13 4 4	14 10 6	11 7 2	10 19 4	11 5 8	11 7 10	12 8 8	12 9 9	12 6 6	12 15 2
Best White Deals, 12 ft. × 9 in. × 3 in.												
Cost at Christiania	8 1 3	8 2 8	7 18 5	7 18 5	7 18 5	8 5 7	8 11 –	8 11 –	8 11 –	8 11 –	9 – –	9 – –
Freight to London	3 1 5	3 16 9	4 17 2	6 7 11	2 13 9	2 6 1	2 9 9	2 12 6	2 9 9	2 11 1	2 6 2	2 17 7
Charges and Insurance	– 6 4	– 6 4	– 6 4	– 6 4	– 6 4	– 8 –	– 6 4	– 6 4	– 6 4	– 6 4	– 6 4	– 6 4
Total, without Duty	11 9 –	12 5 9	13 1 11	14 12 8	10 18 6	10 19 8	11 7 1	11 9 10	11 7 1	11 8 5	11 12 6	12 3 11
Duty	1 15 –	1 15 –	1 15 –	1 15 –	1 15 –	1 15 –	1 15 –	1 15 –	2 18 –	2 18 –	2 18 –	2 18 –
Total, with Duty	13 4 –	14 – 9	14 16 11	16 7 8	12 13 6	12 14 8	13 2 1	13 4 10	14 5 1	14 6 5	14 10 6	15 1 11
Second White Deals, 12 ft. × 9 in. × 3 in.												
Cost to Christiania	5 7 6	5 8 6	5 5 7	5 5 7	5 5 7	5 5 7	6 6 –	6 6 –	6 6 –	6 6 –	6 6 –	6 6 –
Freight to London	3 1 5	3 16 9	4 17 2	6 7 11	2 13 9	2 6 1	2 9 9	2 12 6	2 9 9	2 11 1	2 6 2	2 17 7
Charges and Insurance	– 5 8	– 5 8	– 5 8	– 5 8	– 5 8	– 6 10	– 5 8	– 5 8	– 5 8	– 5 8	– 5 8	– 5 8
Total, without Duty	8 14 7	9 10 11	10 8 5	11 19 2	8 5 –	7 18 6	9 1 5	9 4 2	9 1 5	9 2 9	8 17 10	9 9 3
Duty	1 15 –	1 15 –	1 15 –	1 15 –	1 15 –	1 15 –	1 15 –	1 15 –	2 18 –	2 18 –	2 18 –	2 18 –
Total, with Duty	10 9 7	11 5 11	12 3 5	13 14 2	10 – –	9 13 6	10 16 5	10 19 2	11 19 5	12 – 9	11 15 10	12 7 3

(*continued*)

Cost of Importing Deals from Christiania—*continued.*

YEARS	1791.	1792.	1793.	1794.	1795.	1796.	1799.	1800.	1801.	1802.	1803.	1804.
Best Yellow Deals, 12 ft. × 9 in. × 2 ½ in.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Cost to Christiania	11 14 –	11 8 10	12 12 –	12 12 –	12 12 –	12 12 –	12 19 10	12 – 11	15 3 6	15 10 2	15 4 11	15 11 2
Freight to London	2 1 6	2 12 5	2 18 11	3 5 6	3 9 10	3 12 –	3 16 4	5 9 4	6 18 6	2 18 10	4 14 6	5 12 10
Charges and Insurance	– 6 2	– 6 2	– 6 2	– 6 2	– 6 2	– 8 7	– 6 2	– 8 7	– 8 7	– 6 2	– 6 2	– 9 3
Total, without Duty	14 1 8	14 7 5	15 17 1	16 3 8	16 8 –	16 12 7	17 2 4	17 18 10	22 10 7	18 15 2	20 5 7	21 13 3
Duty	2 18 –	2 18 –	2 18 –	2 18 –	4 5 –	4 5 –	5 8 7	5 4 1	7 7 8	6 17 –	6 9 2	7 12 7
Total, with Duty	16 19 8	17 5 5	18 15 1	19 1 8	20 13 –	20 17 7	22 10 11	23 2 11	29 18 3	25 12 2	26 14 9	29 5 10
Second Yellow Deals, 12 ft. × 9 in. × 2 ½ in.												
Cost at Christiania	7 3 7	7 – 9	7 3 7	7 3 7	7 3 7	7 3 7	7 8 6	7 9 1	9 13 2	9 17 5	9 14 –	9 18 –
Freight to London	2 1 6	2 12 5	2 18 11	3 5 6	3 9 10	3 12 –	3 16 4	5 9 4	6 18 6	2 18 10	4 14 6	5 12 10
Charges and Insurance	– 5 7	– 5 7	– 5 7	– 5 7	– 5 7	– 7 –	– 5 7	– 7 –	– 7 –	– 5 7	– 5 7	– 8 4
Total, without Duty	9 10 8	9 18 9	10 8 1	10 14 8	10 19 –	11 2 7	11 10 5	13 5 5	16 18 8	13 1 10	14 14 1	15 19 2
Duty	2 18 –	2 18 –	2 18 –	2 18 –	4 5 –	4 5 –	5 8 7	5 4 1	7 7 8	6 17 –	6 9 2	7 12 7
Total, with Duty	12 8 8	12 16 9	13 6 1	13 12 8	15 4 –	15 7 7	16 19 –	18 9 6	24 6 4	19 18 10	21 3 3	23 11 9
Best White Deals, 12 ft. × 9 in. × 3 in.												
Cost at Christiania	9 – –	7 18 5	9 9 –	9 9 –	9 18 –	9 9 –	10 4 2	11 3 8	13 6 9	13 12 7	13 7 11	13 13 7
Freight to London	2 9 9	3 1 5	3 10 8	3 18 7	4 3 9	4 6 5	4 11 7	6 11 2	8 6 2	3 10 7	5 13 5	6 15 9
Charges and Insurance	– 6 4	– 6 4	– 6 4	– 6 4	– 6 4	– 8 –	– 6 4	– 8 –	– 8 –	– 6 4	– 6 4	– 9 6
Total, without Duty	11 16 1	11 6 2	13 6 –	13 13 11	14 8 1	14 3 5	15 2 1	18 2 10	22 – 11	17 9 6	19 7 8	20 18 10
Duty	2 18 –	2 18 –	2 18 –	2 18 –	4 5 –	4 5 –	5 8 7	5 4 1	7 7 8	6 17 –	6 9 2	7 12 7
Total, with Duty	14 14 1	14 4 2	16 4 –	16 11 11	18 13 1	18 8 5	20 10 8	23 6 11	29 8 7	24 6 6	25 16 10	28 11 5
Second White Deals, 12 ft. × 9 in. × 3 in.												
Cost at Christiania	6 6 –	5 5 7	7 3 7	7 3 7	7 3 7	6 15 –	7 8 6	8 7 9	10 11 7	10 16 2	10 12 6	10 16 10
Freight to London	2 9 9	3 1 5	3 10 8	3 18 7	4 3 9	4 6 5	4 11 7	6 11 2	8 6 2	3 10 7	5 13 5	6 15 9
Charges and Insurance	– 5 8	– 5 8	– 5 8	– 5 8	– 5 8	– 6 10	– 5 8	– 6 10	– 6 10	– 5 8	– 5 8	– 8 4
Total, without Duty	9 1 5	8 12 8	10 19 11	11 7 10	11 13 –	11 8 3	12 5 9	15 5 9	19 4 7	14 12 5	16 11 7	18 – 11
Duty	2 18 –	2 18 –	2 18 –	2 18 –	4 5 –	4 5 –	5 8 7	5 4 1	7 7 8	6 17 –	6 9 2	7 12 7
Total, with Duty	11 19 5	11 10 8	13 17 11	14 5 10	15 18 –	15 13 3	17 14 4	20 9 10	26 12 3	21 9 5	23 – 9	25 13 6

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The case, therefore, of Christiania also shows, that the principal cause of the variation in price that is usually observed to follow the breaking out of a war, does not, in most instances, arise from an alteration in the price of the article in the foreign market, but from changes in the rate of freight, and the obstructions which war occasions to mercantile navigation.

I come next to the case of Wainscot Logs, imported from Riga; the cost of which per log, from 1757 to the year 1832, I have inserted in a Table.

RIGA WAINSCOT LOGS.

YEARS	1757.	1759.	1760.	1761.	1762.	1763.	1764.	1766.	1779.	1780.	1780.
Exchange, $\frac{1}{90}$ths of a Rix Dollar = 1 *l.*	366	355	386	379	354	340	400	360	- -	360	360
Prime Cost of a Wainscot Log in Rix Dollars	2.84	3.02	2.43	3.05	3.33	3.37	4.66	4.55	- -	4.45	4.44
Prime Cost of a Wainscot Log in Sterling	*s. d.* 14 8	*s. d.* 14 7	*s. d.* 11 4	*s. d.* 14 6	*s. d.* 16 11	*s. d.* 17 5	*s. d.* 20 11	*s. d.* 22 5	*s. d.* 22 3	*s. d.* 22 3	*s. d.* 22 3
Freight and Port Charges to London	8 10	10 –	8 9	8 7	9 8	6 3	6 7	6 2	8 10	8 2	12 6
Miscellaneous Charges, with Insurance	1 –	1 –	1 5	1 5	1 –	– 10	1 –	1 –	1 6	1 1	1 1
Total, without Duty	24 6	25 7	21 6	24 6	27 7	24 6	28 6	29 7	32 7	31 6	35 10
Duty	– 7	– 7	– 7	– 7	– 7	– 7	– 7	– 7	– 7	– 7	– 7
Total, with Duty	25 1	26 2	22 1	25 1	28 2	25 1	29 1	30 2	33 2	32 1	36 5

YEARS	1781.	1782.	1782.	1783.	1784.	1784.	1785.	1786.	1787.	1788.	1788.
Exchange, $\frac{1}{90}$ths of a Rix Dollar = 1 *l.*	360	- -	- -	343	360	- -	360	386	386	396	393
Prime Cost of a Wainscot Log in Rix Dollars	4.44	- -	- -	5.40	5.07	5.64	5.29	4.85	4.53	4.73	5.13
Prime Cost of a Wainscot Log in Sterling	*s. d.* 22 3	*s. d.* 22 3	*s. d.* 22 3	*s. d.* 28 4	*s. d.* 24 4	*s. d.* 28 3	*s. d.* 26 5	*s. d.* 22 7	*s. d.* 21 1	*s. d.* 21 4	*s. d.* 23 6
Freight and Port Charges to London	17 6	21 8	18 3	7 2	6 2	6 2	6 6	5 2	5 10	6 2	7 2
Miscellaneous Charges, with Insurance	1 4	1 4	1 4	1 1	1 1	1 1	1 1	1 2	1 3	1 1	1 3
Total, without Duty	41 1	45 3	41 10	36 7	31 7	35 6	34 –	28 11	28 2	28 7	31 11
Duty	– 7	– 7	– 7	– 7	– 7	– 7	– 7	– 7	3 3	3 1	3 6
Total, with Duty	41 8	45 10	42 5	37 2	32 2	36 1	34 7	29 6	31 5	31 8	35 5

YEARS	1789.	1790.	1791.	1792.	1793.	1794.	1795.	1796.	1797.	1797.	1798.
Exchange, $\frac{1}{90}$ths of a Rix Dollar = 1 *l.*	402	379	394	388	416	375	375	395	395	414	408
Prime Cost of a Wainscot Log in Rix Dollars	4.98	5.5	7.07	8.54	7.62	5.65	6.0	5.98	7.39	7.39	8.15
Prime Cost of a Wainscot Log in Sterling	*s. d.* 22 6	*s. d.* 26 1	*s. d.* 32 3	*s. d.* 39 8	*s. d.* 33 5	*s. d.* 27 2	*s. d.* 28 9	*s. d.* 27 3	*s. d.* 33 8	*s. d.* 32 2	*s. d.* 36 –
Freight and Port Charges to London	6 4	7 3	7 3	7 3	11 1	- -	17 6	13 8	9 4	8 3	12 3
Miscellaneous Charges, with Insurance	1 2	1 3	1 3	1 3	1 4	- -	1 4	2 10	2 10	1 10	2 6
Total, without Duty	30 –	34 5	40 9	48 2	45 10	- -	47 7	43 9	45 10	42 3	50 9
Duty	3 6	3 6	- -	- -	3 –	- -	3 4	3 6	3 10	3 8	4 10
Total, with Duty	33 6	37 11	- -	- -	48 10	- -	50 11	47 3	49 8	45 11	55 7

(*continued*)

Riga Wainscot Logs—*continued.*

YEARS	1799.	1800.	1801.	1802.	1803.	1803.	1804.	1805.	1806.	1807.
Exchange $\frac{1}{90}$ths of a Rix Dollar = 1 *l.*	340	340	366	365	360	363	402	390	403	420
Prime Cost of a Wainscot Log in Rix Dollars	8.34	9.82	9.05	9.17	9.37	11.82	11.74	14.35	14.27	13.91
Prime Cost of a Wainscot Log in Sterling	*s.* *d.* 44 –	*s.* *d.* 52 –	*s.* *d.* 44 6	*s.* *d.* 45 7	*s.* *d.* 46 10	*s.* *d.* 58 7	*s.* *d.* 52 6	*s.* *d.* 66 3	*s.* *d.* 63 9	*s.* *d.* 59 7
Freight and Port Charges to London	18 9	18 4	7 4	10 8	15 9	16 5	14 6	16 8	16 –	19 10
Miscellaneous Charges, with Insurance	2 3	2 3	1 4	1 11	2 6	2 6	2 6	2 6	2 6	6 11
Total, without Duty	65 –	72 7	53 2	58 2	64 1	77 6	69 6	85 5	82 3	86 4
Duty	6 6	6 2	6 10	7 4	11 3	11 8	11 9	12 6	12 6	12 6
Total, with Duty	71 6	78 9	60 –	65 6	75 4	89 2	81 3	97 9	94 9	98 10

YEARS	1818.	1820.	1821.	1822.	1823.	1824.	1825.	1826.	1827.	1828.	1829.	1831.	1832.
Exchange, Silver Rubles in Sterling	*s.* *d.* 3 11	- -	- -	- -	- -	*s.* *d.* 2 11	*s.* *d.* 3 2	*s.* *d.* 3 –	*s.* *d.* 3 1	*s.* *d.* 3 2	*s.* *d.* 3 3	*s.* *d.* 3 4	*s.* *d.* 3 2
Prime Cost of a Wainscot Log in Silver Rubles	14.57	- -	- -	- -	- -	16.20	15.37	15.48	16.34	15.69	15.	13.68	15.28
Prime Cost of a Wainscot Log in Sterling	*s.* *d.* 56 4	*s.* *d.* 50 6	*s.* *d.* 51 3	*s.* *d.* 48 4	*s.* *d.* 48 2	*s.* *d.* 47 9	*s.* *d.* 49 –	*s.* *d.* 46 4	*s.* *d.* 51 2	*s.* *d.* 50 5	*s.* *d.* 48 9	*s.* *d.* 46 3	*s.* *d.* 49 –
Freight and Port Charges to London	12 7	12 7	10 6	10 6	10 6	10 6	14 6	12 4	11 7	10 2	10 6	12 4	10 10
Miscellaneous Charges, with Insurance	3 6	1 8	2 –	2 –	2 –	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8
Total, without Duty	72 5	64 9	63 9	60 10	60 8	59 11	65 2	60 4	64 5	62 3	60 11	60 3	61 6
Duty	28 3	30 3	26 3	27 9	27 –	27 9	29 11	22 9	23 7	22 5	22 4	20 8	21 4
Total, with Duty	100 8	95 –	90 –	88 7	87 8	87 8	95 1	83 1	88 –	84 8	83 3	80 11	82 10
Dimensions in Cubic feet	15.78	17.5	17.5	18.5	18.	18.5	19.94	20.82	21.42	20.38	20.33	18.775	19.44
Rate of Duty per Load	*s.* *d.* 89 6	- -	*s.* *d.* 75 –	- -	- -	- -	- -	*s.* *d.* 55 –	—	—	—	—	—

Henry Warburton, Esq., M.P.

7 August 1835.

This is an article, in which, if we compare the prices at Riga from 1799 to 1804 with the prices at the commencement of the given series of years, a permanent advance of price of full 200 per cent. may be observed; owing, I believe, to the increasing scarcity of the woods that supply the logs, and the increasing distance from which they are brought. From 1805 to 1807, a further advance took place; but that was only temporary; and, since the peace, prices have reverted nearly to what they were from 1799 to 1804. The fluctuations in freight have been greater than those in price. In 1766, the freight was 6*s.* 2 *d.* per log; in the summer of 1780, it was 8*s.* 2 *d.*; in the autumn, 12*s.* 6 *d*; in 1781, it was 17*s.* 6*d.*; and in 1782, 21*s.* 8 *d.*: in 1783, it fell to 7*s.* 2*d.*; in 1784, to 6*s.* 2*d.*; and in 1787, to 5*s.* 10*d.* In 1792, the freight was 7*s.* 3*d.*; in 1793, it was 11*s.* 1*d.*; in 1795, 17*s.* 6*d.* In 1800, the freight was 18*s.* 4*d.*; in 1802, it was 7*s.* 4*d.*; in 1803, 16*s.* 5*d.*; at the close of 1807, it was 23*s.* 4*d.* From that time until 1813, freight could scarcely be procured on any terms. In 1808 and in 1810, I offered 42*s.* unsuccessfully; and in 1811, I gave an order, unlimited as to the rates of freight, to my correspondent at Riga, for shipping logs for London, but was unable

to

to procure vessels. Since 1817, the freight, on the average, has not much exceeded 10 *s.* for the log of 18 cubic feet. In 1825 there was a considerable temporary rise, from 10 *s.* 6 *d.* to 14 *s.* 6 *d.* All these instances appear to me to lead to the conclusion, that it is the rise of freights which, in time of war, principally tends to raise the price of a bulky article of foreign growth, such as timber; and the practical inference which I draw from that conclusion, is, that it is most important for this country, with a view to steadiness of price in that article, not to draw its supplies from a quarter so remote, that the freight constitutes a very large ingredient in the price.

I will now advert to the prices in the home market, which I need not long dwell upon, as I have included them, as regards all the principal articles, in the Tables —[*see* pp. 348–350.] The price of Riga timber appears to have been raised considerably by rise of freights during the war, from 1757 to 1763; particularly in 1762. The price of Norway goods in this market did not experience any very signal fluctuation, owing to changes from war to peace, or from peace to war, until about the year 1780, and the two years following, when the deals and timber of Norway, and of the North of Europe, underwent a rapid rise, owing to a sudden advance in the rate of freight, which took place immediately preceding and consequent upon the war between this country and Holland. Between 1780 and 1782, Christiania yellow best deals rose from 16 *l.* 10 *s.* to 20 *l.*; Riga timber, from 50 *s.* to 82 *s.*; and Memel timber, from 48 *s.* to 78 *s.*; those goods rising the most which were from the most distant market, as into their price freight entered most largely as an element. In 1783, prices fell again; Christiania deals to 16 *l.* 10 *s.*, Riga timber to 40 *s.*, and Memel timber to 33 *s.* From this period until 1800, the rise in the price of Norway deals did no more than keep pace with the enormous rates of freight and duty. In 1800 and 1801, the second Northern Confederacy, and the first expedition to Copenhagen, occasioned a great rise in the price of all articles of lumber. Christiania deals rose from 22 *l.* 10 *s.* to 35 *l.*, and Memel timber from 95 *s.* to 110 *s.* In 1802, the year of peace, the price of Christiania deals fell to 26 *l.*; that of Memel timber to 78 *s.* On the renewal of the war, in 1803, the prices again advanced, and continued to do so with the increasing rates of freight and duty. On the invasion of Prussia by Napoleon, in 1806, the price of Memel timber rose from 95 *s.* to 142 *s.* 6 *d.* The second expedition to Copenhagen, in 1807, inasmuch as, owing to the enormous prices of timber and deals that were consequent upon it, it laid the ground for the heavy duties that in 1811 were imposed upon those articles, formed the crisis of the timber trade between England and the North of Europe. At the close of 1807 the prices of wood were as follows: best yellow 12 ft. × 2 ½ in. Christiania deals, 37 *l.* 10 *s.*; best white 12 ft. × 3 in. Ditto, 36 *l.*; Memel timber, 7 *l.* 10 *s.* In January 1808, 14 ft. × 3 in. yellow Stockholm deals, 46 *s.* In July 1808, the price of Memel timber was 11 *l.*; in the autumn, 15 *l.*: of Norway deals there were none to sell, and therefore the price was nominal. The price of 14 ft. Stockholm deals, in July, was 63 *l.*; and in the autumn of the year, 70 *l.* In April, May and June 1809, the price of 14 ft. Stockholm deals was from 90 *l.* to 98 *l.* The Prussian ports remaining nearly closed, Memel timber, in the autumn of 1809, was sold for 320 *s.*; and Stockholm timber, as a substitute for Memel, at from 220 *s.* to 280 *s.*; round fir timber from Scotland was sold at 130 *s.* In the autumn of 1809, however, ships began to arrive, under licences, from Norway; the deals at first were sold at the high price, for 12 ft. × 2 ½ in. yellow deals, of 68 *l.*; they subsequently fell to 52 *l.*; and in the course of the year 1810, they further fell to 45 *l.*; which, allowing for the depreciation of our currency that had occurred between 1807 and the end of 1810, was not very far from the point from which, in 1807, they had started.

These high prices had given an extraordinary stimulus to the deal trade between this country and Sweden, with which country we still preserved friendly relations. In the following year, 1810, there was a very large, more than a full average, importation of deals, under licences, from Norway. Deals also began to arrive from Canada in considerable quantity; so that, had the duty remained unaltered, there can be little doubt that at the then existing scale of prices, a very full supply would have been obtained. In 1811, however, the already high duty of 8 *l.* 15 *s.* was raised to 17 *l.* 10 *s.*; and from this time our protective system in favour of the Canada trade may be said to commence.

The first notice I have found in the books of my late house of any American deals or timber in the market, is in 1757, when there is an entry—

Henry Warburton, Esq., M.P.

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"Received of Mr. James Norman, from New England,

C.	*qr.*	*odd.*			£.	*s.*	*d.*
13	1	23	-	10 feet single yellow deals, at 6 *l.* 10 *s.* -	87	5	5
1	0	18	-	9 feet ditto - - - at 5 *l.* 10 *s.* -	6	6	6
0	2	0	-	12 feet single yellow battens, at 4 *l.* - -	2	—	—
				£.	95	13	11"

5110. What thickness do you imagine those to be?—*Single* meant *inch and a quarter*. This, however, will afford a criterion of their quality; that 10 feet single yellow best Christiania deals are entered the same year, at 8 *l.*; 10 feet single Wrack and French Christiania deals at 5 *l.*; and 12 feet single yellow best Christiania battens at 4 *l.* 5 *s.*

In 1770, I find the following entry:

"Received of Mr. James Norman, *ex* The John Esther, from America, 29 *c.* 0 *qr.* 0 *odd.* deals, from 10 to 20 feet long, and from 1 ½ to 3 inches thick, making reduced deals 57 *c.* 0 *qr.* 18 *odd.*, at 8 *l.* - - - - - - 457 *l.* 4 *s.*"

The price in this case is according to the Petersburgh standard of 120 pieces, of 12 feet × 11 inches × 1 ½ in.; and the criterion of the quality of the deals will be, that Petersburgh yellow deals sold the same year for 7 *l.* 15 *s.*

The following, however, in 1771, is the most considerable parcel of American deals that I find entered on the books before the commencement of our restrictive system in favour of Canada:

"Received of James Norman, Esq., *ex* The Scarborough, from America,

C.	*qr.*	*odd.*		
45	2	18	of yellow deals, from 10 to 20 feet long, and 2 ½ inches thick.	
10	2	14	ditto - - - ditto - - -	and 2 inches thick.

making 107 *c.* 2 *qr.* 4 *odd.* - reduced deals, at 7 *l.* 15 *s.* - 833 *l.* 7 *s.* 8 *d.*"

The price of Petersburgh yellow plank the same year was 8 *l.* 10 *s.*

The place where all these goods were shipped, as I understand from the grandson of the importer, my friend Mr. George Warde Norman, was Casco Bay, New England.

The last entry which I find of deals from America, at this early date, is in 1773, and is as follows:

"Received of John Addison, Esq., *ex* The Silver Eel, from New York,
2 *c.* 2 *qr.* 14 feet 1 ½ inch yellow broad deals, at 12 *l.* - - - 30 *l.*"

Petersburgh yellow plank were selling at the same time at 7 *l.*

In 1769, I find the following entry of American fir timber:

"Received of Sir John Major, Bart., 12 pieces of American timber, making 22 *lds.* 9 *ft.*, at 44 *s.* - - - 48 *l.* 15 *s.* 11 *d.*"

The highest price of Riga timber, the same year, was 44 *s.*

In 1770, there is the following entry:

"Received of Mr. James Norman, *ex* The John Esther, from America, 174 pieces of timber, making 166 *lds.* 23 *ft.*, at 44 *s.* - - - 366 *l.* 4 *s.* 3 *d.*"

The price of Riga timber, the same year, was from 45 *s.* to 47 *s.*

In 1771, I find entered:

"Received of James Norman, Esq., *ex* The Scarborough, from America,

	lds.	*ft.*	
14 pieces of timber, making	10	25	
			and *ex* The Satisfaction, from America,
100 pieces - - -	113	14	
114 — - - -	123	39	at 42 *s.* - - - 249 *l.* 4 *s.* 4 *d.*"

The price of Riga timber, the same year, was from 47 *s.* to 51 *s.*

In 1772, I find entered:

"Received of James Norman, Esq., *ex* The Briton, from America,
133 pieces of timber, making 117 *lds.* 47 *ft.*, at 44 *s.* - - - 259 *l.* 9 *s.* 4 *d.*"

The price of Riga timber, the same year, being from 43 *s.* to 45 *s.*

And

And lastly, in 1774, I see the entry,

"Received of Mr. Joseph Waring, 63 pieces of American fir, making 70 *lds.* 45 *ft.*, at 32 *s.* - - - 113 *l.* 9 *s.* 5 *d.*"

The price of Riga timber, the same year, being from 38 *s.* to 44 *s.*

In 1766, I find Quebec oak at 70 *s.*; in 1767, at 65 *s.*; and in 1768, at 65 *s.*

In 1766, Maryland oak at 55 *s.*, and Casco Bay oak at 60 *s.*

In 1767, Virginia oak, 60 *s.* In 1772, Halifax oak, 60 *s.* In 1774, New York oak at 60 *s.*

I find no entry of Quebec fir timber before the year 1806, when I find it quoted at the price of 150 *s.*, which was probably red pine.

In the following year 1807, the price of American timber was 130 *s.*

In the year 1808, that immediately following the second expedition to Copenhagen, the price of red pine was 250 *s.*; and in the following year, 1809, I find Quebec yellow pine timber quoted at 200 *s.*

5111. You have stated that in the year 1809 timber got up to 13 *l.* a load?—I see that in 1807 the price of Memel timber in the London market rose from 6 *l.* to 7 *l.* 10 *s.*; in 1808, from 9 *l.* 10 *s.* to 15 *l.*; and that in 1809, it reached 16 *l.* a load.

5112. And you have stated that one of your objections to importation from a distant country arises from the great sum that is paid for freights in bringing from such a distance; did it not arise, as a natural consequence of this high price of 13 *l.* a load, that the ingenuity of every man was directed to draw a supply from some other quarter; inasmuch as great part of this 13 *l.* a load arose from the great portion of it being paid in freight?—I have no objection to importing from a distant country, if we cannot obtain a supply from a near one; and when our having recourse to it is the natural consequence of the high price occasioned by an interruption of the ordinary channels of trade. A great rise in the price of timber, in the log especially, had taken place before the year 1809, indeed immediately on the invasion of Prussia by Napoleon in 1806; and this rise had caused a large importation of timber in the log to commence from our colonies in North America before the year 1809. Our expedition to Copenhagen in 1807, and the subsequent interruption to our communications with Prussia, occasioned a further rise in price; and necessarily augmented still further the supplies of timber we drew from the remoter continent. These supplies from America would have gone on increasing, so long as our trade with the continent was sufficiently interrupted to maintain a high level of prices. But high prices have a strong tendency to remove the obstructions by which their height is occasioned. When I say that it is the rise in freight which in time of war is the chief occasion of the rise in the price of a bulky article of foreign growth, I mean of course to confine my remark to those cases where the market from which we ordinarily draw our supplies remains open to us, and not to extend it to such a case as occurred during the last few years of the late war, when most of the markets from which we drew our supplies were closed. The price will of course be affected by everything that occasions a difficulty in obtaining the article. The war upon our frontier in Canada in 1813 and 1814, by checking the supply we should otherwise have received from that country, contributed of course to raise the price of Canada timber, concurrently with the high freights demanded in consequenee of that war. But in all such cases as occurred in former wars, and in the early periods of the last war, when the markets from which the timber came were open to us, it was the freight, and not the price in the foreign market, that principally was the variable element, and fluctuated.

5113. The Committee would ask you, as an experienced importer, and taking the calculation of increased importation at about 260,000 loads per annum, would not the price have continued to advance in the Baltic, had the whole supply been obliged to be drawn from thence?—I have no doubt there would have been an advance; and certainly there would be not an inconsiderable one in the first instance, were that extra quantity now to be at once required from Europe. This would continue so long as the new demand exceeded the existing means of supply, adapted as those means necessarily are to meet the present demand only; but after a time, when these means of supply had been extended, the advance would not exceed, I believe, certain moderate limits. Were the advance to exceed those limits, that must happen again which happened in 1809, as the natural consequence

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of an immoderate rise in price: that a supply would of its own accord flow in from Canada. To protect ourselves, if that be the object, against this loss, of very questionable amount, we have subjected ourselves to a loss of certain, calculable, and vast amount, by forcing our consumers to supply themselves at a market where the prime cost is much dearer, and whose distance is more remote. As I countenanced a fallacy, in putting myself a question to a former witness, when asking by how much per cent. the prime cost, freight and charges, as regards American timber, exceed the prime cost, freight and charges, as regards European timber, I will now remove that fallacy by stating what that per-centage appears to me to be. Take the prime cost of Baltic timber at 20 *s.*, the freight at 18 *s.*, the charges at 3 *s.*, making 41 *s.*, independent of duty; that is nearly the price at which I have shown that timber has been imported from Dantzig this year. Red pine timber is the proper species of timber to compare with that of the Baltic. Take its prime cost at 30 *s.*, the freight at 38 *s.*, and the charges at 3 *s.*, making 71 *s.* The difference between 41 *s.* and 71 *s.* is 30 *s.*, being 73 per cent. in addition to the cost of European timber. This is the extra per-centage which we oblige our consumers to pay by forcing consumption into that channel. To put the point, however, quite fairly, there would be, as a set-off, the rise in price that would take place on Baltic timber in the Baltic market, were the protecting duty in favour of Canada timber removed. To judge of this rise what it would be, we ought to examine the prices in past time in the foreign market, in order to see at what height timber usually stood, while Norway and the Baltic were almost exclusively the source from whence we drew our supply. From 1757 to the end of the short peace of 1803, so long as those markets continued open to us, the variation of prices did not exceed certain moderate limits. The prices in the foreign market were, under ordinary circumstances, the lowest in time of war, and the highest in time of peace. Thus they were nearly as low at Memel from 1792 to 1800, as they were during the peace of 1763. The exception to this was, when, from political causes, the markets were closed to us, unless opened by force of money; as was the case subsequently to 1806; or when, as was the case in Prussia in 1800, there was an apprehension that they would be closed. Were we to abandon our present system, and to depend for our supply on the European market, after the first rise in price, immediately consequent on the change, had subsided, I do not conceive that the price at Dantzig or Memel would exceed 30 *s.* The average price, after the first immediate rise had subsided, would depend on the situation of the forests to which recourse must be had in order to meet the demand; and the consequent expense of bringing the timber to market; but I do not think, were Europe alone to give us the supply we require, that the average price would exceed 30 *s.* a load. That would be an advance of 50 per cent. on the present price in the foreign market; which would present so enormous an advantage to those interested in bringing the timber to market, and especially to the owners of the forests, as to throw open to us many sources of supply which are not so now: and some markets which in former times occasionally supplied this country with timber in the log, might again find it profitable to do so. In that case, were it to rise to 30 *s.*, the cost, instead of being 41 *s.* would be 51 *s.*, and you would have the difference between 71 *s.* and 51 *s.*, namely 20 *s.*, which is about 40 per cent. upon that raised price, for the advance on the price of European timber, which by your fiscal regulations you oblige your consumers to pay. The question therefore may be thus stated: to protect ourselves against a contingent loss of 10 *s.*, which upon 41 *s.* is an advance of about 25 per cent., we subject our consumers to pay 71 *s.*, being an advance of 30 *s.* on 41 *s.*, or 73 per cent.; or if we prefer computing the per-centage on the supposed advanced price of 51 *s.*, we oblige them to incur a loss of 40 per cent., in addition to the increased price which we are afraid of. As to protecting ourselves against loss, arising from the occasional impediments to supply which war or other political changes may present, the hazard of an advance arising from such a cause is more remote than in the former case; and the loss that we now sustain in price is much too heavy an insurance against such event. Besides, that source of supply may, in a manner, fail us, as was the case in 1813 and 1814, during our war with the United States. I have stated that some markets for timber might be opened from which we now receive either none at all or scarcely any supply. Norway used formerly to supply us with much small timber in the log, of which she now sends little, except what is admitted at a moderate duty for the use of the Cornish mines. From Pillau, Stettin and Koningsberg, especially at certain periods of the late war, a great deal of timber was imported in the log. From Petersburgh, Narva,

Onega

Onega and Archangel, occasional shipments have been received. An advance of 50 per cent. on the price in the foreign market would probably open to us all these ports, as sources of supply of timber in the log, and would occasion remoter forests to furnish supplies to Riga, Memel, and Dantzig, which are the ports from which timber in the log now comes; and that I believe would happen in a short period after the advance in price had taken place.

5114. Is there a capability in the Baltic for a succession of years to export to this country?—I judge that there is, from what I notice of the prices in the foreign markets; for in spite of the vast demands that were made on those markets, while they continued to be our sole sources of supply, for a long period of years they went on supplying us, and at a very moderate advance. I have already given instances of this. I cannot confirm what has fallen from another witness, that during the last six or seven years there has been such a gradual advance of price, as to show a permanent rise, depending on an increased difficulty in procuring the article. Owing to a sudden increase of demand in 1824 and 1825, there was a considerable advance in the price of timber in the foreign market, particularly in the spring of 1825; and subsequently to the commercial disasters of that year, in 1826, 1827 and 1828, as considerable a depression. From that state of depression the market has been recovering very slowly up to the present time. And even in the present year, when the supply in foreign markets has been shortened by the unusual drought of the previous season, I have shown that the cost of Dantzig timber is only about 2 *s.* 6 *d.* a load dearer than it was in 1824. In a former question, I was asked whether, if the whole increase in our consumption of timber, viz. 260,000 loads, had been drawn from the Baltic, it would not have advanced the price of timber abroad. In the answer I gave, I did not mean to concede that if the protection given to Colonial timber were abolished, that additional quantity of timber would be required from the Baltic. A large portion of that quantity of timber is yellow pine, used because it is yellow pine, for those purposes to which yellow pine is peculiarly applicable; such as pannelling, carving, mouldings, sash-blinds, musical instruments, &c. Even although there was no protection whatever given to American timber, a large quantity of yellow pine would still be imported, in order to be consumed for those peculiar purposes. No change therefore that you were to make in the duty, would now occasion the whole supply required for this country to be drawn from the Baltic. But wherever board of great breadth, and freedom from knots, with a quality of not changing from the form given it by the workman, is required, yellow pine, especially that from Miramichi, will continue to be used, although there be no protecting duty whatever; and therefore I cannot contemplate that under any circumstances Europe will again have to furnish the sole supply to this country.

5115. At the present moment, is not the supply almost on a par from the East and from the West?—I believe it is nearly so.

5116. In regard to musical instruments, have you not found the greatest difficulty in obtaining sufficiently large timber, and paid high prices abroad to obtain a single cargo fit for such purpose?—I have paid high prices, both abroad and at home, for yellow pine timber applicable to that purpose. I found no difficulty in obtaining such timber at Miramichi, by paying a high price, about 25 *s.* 3 *d.* a load for it at the port of shipment. In the home market, the custom has of late been for the importer to assort a cargo of Miramichi timber into three sorts or qualities, and to sell these separately. One of these sorts is the large and clean timber required by the musical instrument makers.

5117. Do you think it possible that the Baltic can supply the 600,000 loads per annum, considering, in regard to Narva, that there is no inland navigation, and, as you are aware, it is short timber, and only fit for common purposes?—I believe that Europe, not on a sudden, but after due preparation, could, if required, supply the whole quantity. To keep up that supply of 600,000 loads, the average price must probably undergo a moderate advance, to make it profitable to bring timber from forests more remote than now contribute the material. As to Narva, I gave it but as one instance out of many, of ports that have occasionally sent timber to this market, but ordinarily do not. I judge of the quality of Narva timber by the price that it bore in 1806. When Memel timber was fetching 142 *s.* 6 *d.*, that of Narva sold for 145 *s.*; and, in 1807, it sold for 147 *s.*

5118. What number of cargoes have been imported into this country from Narva within the last few years?—Narva furnishes us with deals principally, both white and yellow. It is only on an emergency, like that of 1807, that timber is

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ever sent from that port. In 1807, our intercourse with Prussia was interrupted; the protecting duties followed, and were in full operation before that intercourse was renewed. There has been nothing to encourage these ports to continue supplying us with timber in the log.

5119. As an importer of timber, who is one of the witnesses, has stated timber, in his opinion, to be one of the fairest objects for revenue, as being an article that cannot be smuggled; would you advise the Government of this country to discontinue the collection of the revenue upon it, the price itself in the market not being considered too high?—The defence of a duty on timber is this: that as long as you abstain from direct taxation, and prefer to levy taxes on articles of consumption, timber is an article which, as it cannot be smuggled, is one of the very few that pays the duty to the full of all that is consumed; at the same time, it being an article the price of which materially affects the investment of capital in durable improvements; the convenience of the dwellings of the people, and hence their comforts and moral improvement (considerations of great importance especially in a country like Ireland); it is of great consequence not to carry taxation on timber too far. I do not object to *duties* on timber; I object to *protecting* duties. I would endeavour so to adjust these duties, as to leave the course of the timber trade, after imposing the duties, precisely the same as it was before imposing them; or rather, as it would be, if there were no duties at all.

5120. You would consider duties merely as an object of revenue, and not of regulation on trade?—Certainly.

5121. Then, as a gentleman of great commercial experience, allow the Committee to ask you what the present duty is on iron?—I do not know what the duty on the import of iron is.

5122. Was it not always understood the quality of Swedish iron was much better than English?—For certain purposes only, not for all; for fine cutlery it is the only iron that can be used.

5123. Are you aware that in all contracts for ship-building, Swedish iron was alone permitted to be used?—I believe it was so, at one time.

5124. Are you aware also that in consequence of the high protecting duty, English iron, that was thought of inferior quality, was brought into use, and now supersedes the manufacture and the use of Swedish iron?—I am quite aware of its being brought into use, and superseding the use of Swedish iron; whether this was owing to the protecting duty or not, I cannot venture to affirm.

5125. Would not the same argument apply to timber imported from the Colonies; inasmuch as there is a tendency every year to improve the culture and the manufacture of that timber?—If the object is by protection to create a manufacture, for producing which a country possesses natural advantages, of which advantages she has neglected to avail herself, the protection should cease as soon as the manufacture has been created. That is the case with regard to British iron; which, for the purposes to which it is properly applicable, is so much cheaper (and it may be said even, better) than Swedish iron, that it would certainly continue to be used in preference to Swedish, although the duty on Swedish iron were taken off to-morrow. I would apply the same rule to American timber. You began by forcing it into use by your protecting duties, and thus made the consumer acquainted with its properties; which are so valuable in the case of the yellow pine, when applied to those purposes to which it is properly applicable, that the artisan would now tell you, there was no substitute for it whatever. He would therefore continue to use it for those purposes, although there were no protecting duty whatever. As in the case of English iron, so in the case of American timber, the protecting duty has done its work; and, as a matter of protection, I would now abolish it in both instances.

5126. With reference to the improvements alluded to, as an importer of American deals, do you know whether or not, a few years ago, the difference of the freight of a cargo of deals from America, as compared with the freight of a cargo of deals from St. Petersburgh, was not allowed to be about ten per cent; that is to to say, a ship would bring 20,000 deals from Petersburgh, and only 18,000 from the Colonies, in consequence of their ill-manufactured state?—I never had occasion to pay that difference; but I believe it was so.

5127. The Committee would ask you whether it is not the fact, that a ship now brings as many deals from the Colonies as she does from Petersburgh, in consequence of improved manufacture?—I believe that it is so.

5128. Then that establishes the fact, that in consequence of encouragement being given to the trade, the article is better manufactured, and the quality improved?—

proved?—I do not know that the quality of the timber has been improved, but the manufacture, doubtless, has been very greatly so; and now therefore that the protection has accomplished its object, the only legitimate object for which protection ought ever to be given, created a manufacture in a country which had natural capabilities for it, now that the manufacture has been created, the protection should cease.

5129. Then the Committee understand you would have such an assimilation of duties, as that they might come in on a fair and equitable footing?—I would leave to the countries nearest to this country those facilities for trade with us which nature gave them. With a view to the advantage of the shipowners, I would not, by protecting duties, drive the Londoner to fetch the coal he burns from South Wales instead of Newcastle.

5130. Without going into the question of the propriety or impropriety of the duty as it was enacted in 1821, has not the protection afforded by that duty considerably increased since that period, in consequence of the lower rate of freight?—Certainly. The low rate of freight to America has carried the protection further than was in the contemplation of those who framed the tariff; it should be borne in mind, however, that its framers, on announcing it in Parliament, spoke of it as only a temporary measure, and as not going far enough towards equalizing the duties.

5131. Would not a withdrawal of that protection render difficult or impossible a revival of the freights in that trade, by the term meaning a better rate of freight?—If you annul the whole, or a considerable part of a commerce, which gives employment exclusively to British ships, many of those ships, for the time, must be thrown out of employment; which must tend, for the time, to lower the rate of freights generally; but still it is clear, that to create exclusively for the British shipowner, at the charge of the nation, an employment like this, has not the effect of bettering their condition permanently. From the complaints they make of their condition, I am sure they cannot say that the giving them this exclusive trade has done so. In fact, the general rate of all manufacturing and commercial profit is low; and although at the charge of the nation you make employment exclusively for those owners, yet as their number is not limited, and as British capital has free ingress to that employment, competition will bring down the rate of profit on the capital so employed to the general rate of mercantile profit in the country. Adverting to the particular terms of the question, I should say, that the rate of freight in the American lumber trade depends on the rate of freights in general; that whatever would prevent the bettering of freights in general, would prevent the bettering of freights in that trade: and although the immediate effect of withdrawing the protection from American timber would be to lower freights in general, and consequently in that trade, yet I do not see how, in the long run, the withdrawing of that protection would render it more difficult than it is now, to better the rate of freights in general; though I admit the existence of the difficulty, now and at all times, of devising successfully any plan, for bettering the rate of freights in general, open as they are to extensive competition.

5132. But if the destruction of a capital engaged in a trade is to be consequent on an alteration, will it not be worse for the proprietors of the property so affected, that their capital should be annihilated, than that their rate of profit should be reduced?—In some cases it would; but, as a general proposition, I doubt it. Are the ships engaged in the American lumber trade employed profitably to their owners? If you give credit to their complaints, the answer must be, no. There is the owner, with his fixed capital, the ship, and the floating capital required to fit her for sea, and to navigate her. If the condition of preserving the fixed capital is the incurring an annual loss on the floating capital, it were better for the owner to sacrifice the fixed capital at once, and to turn his floating capital to some profitable employment. There is another party to this question, the nation. The trade, upon the whole, is a losing one; and if left to itself would ruin all who are engaged in it, woodsman, shipper of timber, and shipowner; but the nation steps in, and makes good the loss by remitting 9-11ths of the duty. If any individual shipowner finds profitable use for his floating capital by employing it in fitting his ship, and in navigating her to North America for cargoes of timber, it would be the worse for him that American timber should cease to be imported: or as some cargoes would still continue to be so, that the freights on what was imported, should be materially lowered. Such cases would occur.

5133. Do you not think the parties, engaged in that trade, would themselves exercise the soundest discretion as to the expediency or inexpediency of carrying on a disadvantageous trade?—If the question refers to what is disadvantageous to

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themselves individually, I should say, in any particular case, not necessarily. Drowning men sometimes catch at straws, and cling to what they conceive to be for their benefit, although often it is not actually so.

5134. You think that persons engaged in trade do continue for a very long period to carry on trade at a loss?—If a trade continue for a very long period of years, and depend wholly upon itself for its own continuance, I should infer, from its very existence, that, in the main, it was profitable. Apply this rule to a trade that has not long existed, that has depended for its support on some extrinsic aid, or apply it to any trade whatever at any particular moment, and you cannot infer that it is profitable, because it exists. Individuals often do continue trade at a loss for a considerable period, especially where having capital of their own, they are able to meet a small annual loss at the expense of a small diminution of that capital. They go on, hoping always for the arrival of a better year. These, however, are the exceptions, because, in the long run, it is by the business to which they belong, that people live; and if a trade, depending on itself for its support, cease to be profitable, it must soon cease to exist.

5135. In fact, it is your opinion that people do cling very long to unprofitable employment to which they have been accustomed?—Individuals often do so; they form the exception; as a general position, it cannot be true; for every unprofitable business, not maintained by extrinsic support, carries within itself the seeds of its own destruction.

5136. Is it your opinion that shipping property has for some years past been on an average yielding a profit?—I do not think it has, as far as my own experience goes. I was the owner of one English ship, which I purchased for a particular purpose. At the time I purchased it, I was a great importer of wainscot logs from Riga; and every person conversant with the shipping business is aware, that shipowners have a strong objection to freight their ships with entire cargoes of logs. Until I possessed a ship, I often lost six or eight weeks of the best season of the year for importation, in endeavouring to charter a vessel to bring home the logs which I had purchased, and which were lying at Riga.

5137. Was the ship the Good Czar?—It was.

5138. You did not find it a profitable one?—In one sense it was a profitable investment; in another an unprofitable one; if I credited the ship, when freighted with logs, with merely the current rate of freight on that article, I certainly was a loser by my ship. On the other hand, had I sought to charter a ship, on condition of so freighting her, I must either have failed in the endeavour, or not have succeeded until a period when high insurances were to be paid; great loss of time being occasioned to myself or my clerks in seeking for a vessel to charter, on condition of being loaded with that description of cargo. This difficulty was the occasion indeed of my becoming a shipowner myself. This saving of my time was an advantage difficult to estimate in money, but which I valued at more than I lost upon the freight, calculated in the way I have stated. Had I been a mere shipowner, bringing this description of cargo, at the current rates of freight, for another person, I should have lost considerably by the vessel. I regarded this loss as one of the charges in trade, necessary to be incurred for the proper management of my business, and to be replaced out of the profit I put upon the wainscot logs, when I had manufactured them into wainscot board.

5139. Shipowners do not like to bring these entire cargoes of logs?—They do not. When I wanted to make a large purchase of logs, I was often obliged to purchase other articles of merchandize to three or four times the value of the logs themselves, to induce the shipowners to bring the logs together with the other articles.

5140. What was the objection?—I do not know what it was. It was not one of price: for of this the question was ever raised. After the year 1826, when freights were considerably lowered, the objections to bringing logs were less strongly urged.

5141. Since you declined importation, how have you found the employment of that ship?—I kept the ship until I was going out of business, and then I sold it. I bought it for 2,400*l.*, and after keeping it about 10 years, sold it for 1,500*l.*

5142. Did you lay out much money on the ship during that period?—Altogether, at various times, repairs were made, which, when added up, would amount to no inconsiderable sum. The capital invested in the ship never yielded me a farthing of profit; but crediting the vessel on the one side with the current rates of freight on logs, and debiting her on the other with the current expenses and repairs, I was left at the end of every year with a loss; but the sale of wainscot being

most

a most important part of my late business, I thus accomplished the purpose of bringing the logs home, with great saving to myself of time; and this I set against the loss upon the freight.

5143. Have you been interested in foreign shipping?—I was interested in one foreign ship, the Henriette, a Prussian vessel; I was the mortgagee, the ship being held by my agent, a Prussian, at Memel: this arrangement gave me absolute control over the management and employment of the vessel. A few wainscot logs were brought to this market from Memel in the year 1817, from which broader wainscot board could be cut than the wainscot logs of Riga would yield. I turned the attention of my agent and of other wood merchants at Memel to procuring from the interior these logs for shipment at Memel, and imported a large quantity of them. The same motive, nearly, which induced me to purchase an English ship for the Riga trade, made me desirous of having the control over a vessel for the Memel trade. I became the mortgagee of this ship in September 1825, advancing upon her 1,594*l.* 10*s.* 10*d.* I gave her almost constant employment from that time until September 1831, when I took my resolution to retire from business, as soon as I could bring it into a small compass. From that time accordingly I ceased to be an importer, and in the course of two years more I retired from business altogether.

The Henriette was registered at 269 tons; and usually brought a cargo of about 300 loads of timber, converting wainscot logs, deals, half-deals or lathwood, into loads of timber, according to the customary rules of the shipping trade. During the six years, in which I employed her, she made 21 voyages to and from Memel, which is exactly 3½ voyages, on the average, every year. The whole amount with which I find the vessel debited during that period of six years is 6,333*l.* 14*s.* 10*d.*; the returns, crediting her with the current rates of freight for the cargoes that she brought, are 6,743*l.* 7*s.* 6*d.*; leaving me a balance of 409*l.* 12*s.* 8*d.* to cover the interest of the capital advanced on the vessel.

5144. Does that charge include the insurance?—I was in almost all cases, both with ships and cargoes, my own insurer; occasionally, when I thought the risk great, I insured. The foregoing is a statement of the actual expense out of pocket on the one hand, whether for repair, outfit, wages, provisions, &c., and the actual freight credited to the ship on the other hand. If the debit side of the account, viz. 6,333*l.* 14*s.* 10*d.*, is divided by 21, the number of voyages, it gives 301*l.* 12*s.* for the average expense of each voyage; and as the vessel brought from 300 to 305 loads of timber, it gives 20*s.* a load for the cost of bringing a load of timber from Memel. I do not conceive therefore that the present current rates of freight, of 17*s.* per load, are extremely profitable to Prussian ships. Of the Henriette I am still the mortgagee, and have the control. If I thought proper to have her chartered at the current rates of freight, she would have been chartered; but as she would have been sailing, I conceive, at a loss, she has been lying, and is now lying in Memel harbour; and I should be glad to find a purchaser for her, to pay me off whatever part of the mortgage money I can recover.

5145. Does the sum expended include any charge for insurance?—It does occasionally; whenever I insured, the insurance is included in the debit side of the account; but in general the ship was not insured.

5146. How many voyages did the ship usually make in the year?—Always three, and once or twice I believe four. Three voyages and a half was the average.

5147. Was the captain kept in pay all the year round?—I dare say that I paid the captain somewhat more than a Prussian owner would have paid him. I never wished to underpay any of my servants. I paid him more, but not very much more. I acted generally in this respect as the Prussian agent advised.

5148. If the balance of the account shows so small a return, may not that have arisen from the expenditure being large in consequence of the liberal management of the owner above the average rate of expenses in the navigation of Prussian ships?—Possibly the balance is smaller for that reason than a Prussian shipowner would have made it to be; but not much.

5149. It does not therefore follow inevitably that foreign ships cannot pay at the current rate of freight?—The account shows a small balance in favour of the vessel; perhaps under the rigorous economy of a Prussian shipowner it might have been larger; yet not very much: but the freights with which the vessel is credited

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were higher on the average than the current rate is of freight on Prussian vessels is now: and the ship had constant employment.

5150. Is it a common thing for importers of timber to be also shipowners?—It is a very common thing for shipowners to turn importers of timber, with a view to find employment for their vessels, when freights are low, and it is difficult to find merchants disposed to charter; but it is not very common for the regular merchants trading in foreign timber to be shipowners also. My case however was a peculiar one. My house had for many years been the principal house in London in the wainscot trade. To the good management of this branch of my business it was necessary for me to have ships under my control; it was so at least when I first acquired that sort of property. Therefore I became a shipowner.

5151. Are you aware that shipowners have during the last few years frequently imported cargoes on their own account?—Certainly.

5152. Has not that arisen more from the hope on their part that they might by turning merchants be enabled to realize to themselves a freight above the current rate of freight, than from any desire to quit their ordinary employment as shipowners, and turn merchants?—It has arisen from an ill-founded expectation of that kind, I believe.

In case of any considerable diminution, or of a total abandonment of the protection now given to Colonial timber, very considerable importations, I have no doubt, would still be made from America of the timber and the deals expressly fit for those superior purposes for which such timber and deals, those especially which are clear of knots, are now required. I have purchased at different times several parcels of American yellow pine deals, entirely clear of knots; some of persons in the home market, other parcels shipped from Quebec expressly on my account, and previously contracted for by me. The price I paid for them was 16*l.* 10*s.* the Petersburgh standard hundred, at a time when the price of a good merchantable cargo of yellow pine deals, such as are ordinarily shipped for London, was about 14*l.* At another time I paid 18*l.* for such a parcel, the price of yellow pine deals, as commonly shipped, being about 16*l.* And the price of 18*l.*, for deals of that peculiar description, I would always have been willing to pay: and that price I should think would be a remunerating one to shippers in America, at the present rate of duties. But if the protection were greatly diminished or abandoned, so that none but the very best American yellow pine deals could be brought, with any prospect of advantage, to this market, then I think that parties would give for such deals, clear of knots, 21*l.*, 22*l.* or 23*l.*, indeed almost any price, rather than be wholly without them.

5153. But you think the result of a diminution of the protecting duties would be a rise in the price here of those articles of American produce which would still continue to be imported?—The shipper of American goods would then have to send those of the very best description, exclusively; and to reject all of inferior or perhaps even of second-best quality. He must of course put a high price on that very select assortment which he did send.

5154. Then against any advantage which the public would derive from the reduction in the duties, we have to set off the disadvantage of the increased price that they would have to pay for the American wood they still consumed?—That would be of the most superior description; but there would probably be some little set off of that nature; but then, on the other hand, on all the American wood of ordinary description which would be displaced by restoring European wood to the consumers, there would be an enormous gain; especially if you include the Nation as a party to the balancing of this account; since on all the ordinary wood, so displaced, it would no longer have to remit nine-elevenths of the duty.

5155. You have stated that large timber was exceedingly valuable, does it not require a very large ship to bring it?—Certainly, but more especially a large raft-port at the head and stern of the vessel, through which the logs can pass, when the ship is loading and discharging its cargo. If a ship of moderate size is so constructed as to have large raft-ports, she will be able to bring very large logs of timber. It is the large yellow pine timber from Miramichi, which more than any other is applicable to those superior purposes before described. It has been usual of late years to assort a cargo from Miramichi, on its being discharged from the ship and rafted, into timber of three qualities; that which is both large and clean (large meaning above 18 inches square), that which is small and clean, and that which is knotty and coarse. The first kind, which consists of the large buts of trees,

trees, often from 22 to 24 inches square, and clear of knots, is what is consumed by musical instrument-makers, and will sell for say 80 *s.* a load. It also is the material out of which they cut with a machine scale-boards, as they are called, *i. e.* the thin board from which hat-boxes are made. The small clean timber will answer for a variety of purposes, in which wood free from knots is required, as for the laths for Venetian blinds, &c.; this will sell for 70 *s.* The coarse is used by the builder, and will sell for about 55 *s.* They are large ships in general, however, that bring cargoes of this description, ships of 350 tons and upwards to 500 tons.

5156. Supposing the change was effected of transferring the employment of such a ship to bring timber from Riga, would not there be a great increase of expense in the road charges?—Certainly; under ordinary circumstances, if the ship is to take in her cargo, not in the harbour, but in the roads, at Bolderaa, an extra charge is incurred, unless you have previously bargained that the shipper of the goods shall bear it; but in case of a large ship going to Riga, large ships are navigated so much cheaper than small ships, that possibly the owner would consent to his ship loading there, himself bearing the extra charge.

5157. Does not that disqualify the large ship, in point of fact, from entering a port, and is not a preference consequently given to a small one?—A large ship could go to Riga or Dantzic, but not to Memel, where there is a shallow bar to pass, although large ships, I believe, did formerly go to Memel. In case of a large ship going to Riga or Dantzic, a part at least of the cargo must be loaded in the roads. Large ships, therefore, ought not to go to those ports late in the year.

5158. Then the winter voyages they are prevented from undertaking?—Not prevented; it is imprudent; they must pay a very hazardous insurance. But vessels of a moderate size, from 250 to 270 tons register, are subject to the same inconvenience at Riga. My own ship, the Good Czar, while loading there in the roads, was on one occasion driven ashore, but got off again without damage, owing to her very flat bottom.

5159. That does not arise in the trade to America, does it, as they can enter the ports at all times?—I believe they can, at all the leading ports in our North American Colonies. I will now give the Committee such information as occurs to me, respecting the quality of the timber and deals obtained from different ports. I will begin with red wood deals; but, perhaps, before I state what deals are, I had better inform the Committee what they ought to be. The first thing is the quality of the wood. Many deals are of durable quality, and fit, on that account, for rough out of door purposes, and coarse floors or carpentry, that are wholly inapplicable to fine joiners' work: for when the saw has passed through them, and reduced them to small dimensions, they warp and twist like a piece of whalebone. Deals of this character are termed by the carpenter, strong. Such deals have also the bad property, in general, of rending themselves to pieces, as they dry, and become shaky. Deals that, when acted upon by the saw, do not form sawdust, but are torn into long strings or fibres, and on that account are termed stringy deals, are in general of this strong nature. Such deals also are less uniform in their texture, and vary more in the hardness of the alternate fibrous and cellular parts than the deals which are fit for the joiner. The deal to be good should have a certain degree of softness, easily yielding to the knife or chisel; such deals are characterised by their light weight in comparison of the strong fibrous deals; and when planed, they exhibit a silky texture. Some deals, and particularly the stringy deals, are very hygrometric, and never lose the property, however long they have been seasoned, of expanding and contracting with change of weather. White Petersburgh deals are said to have that property. The deal, to be good, should be straight in the grain. If cross-grained, it generally becomes shaken diagonally, upon drying, and falls to pieces under the saw; or if cross-grained in a less degree, it does not yield a smooth surface to the plane, but remains rough and fuzzy. The deal should, of course, be without coarse knots; and the more nearly it is perfectly clean, the better. As to the manufacture of the deal, of course it should be square-cut. Above all things, it ought not to have the centre or pith of the tree left within it, since where that is the case, the deal rends on drying. In yellow deals the sap or alburnum of the tree ought to show itself only at the very edge of that part of the deal which was farthest from the centre of the tree. Deals are usually cut of three different widths, each of which has its appropriate name. Those from 11 to 12 inches wide, are called plank; those from 8 ½ to 10 inches, are called deals; and those from 6 ½ to 7 inches, are

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called battens. I now proceed to the different descriptions of deals: the yellow deals of Christiania have always been allowed to be of the very best description. They are so in two senses: they are both durable and mellow: mellow, meaning soft, light and fit for the joiner. Though soft, they are not wanting in a proper degree of stiffness. When properly seasoned previous to being used, they remain, however minutely divided, precisely of the form that the joiner gives. This quality applies to the white as well as to the yellow deals of Christiania, and to those above the deals of any other part of the world; and therefore the deals of Christiania will always be the material that the consumer will endeavour to obtain, if the price will allow him to do so. Both white and yellow Christiania deals were formerly assorted at the port of shipment into *best* and *second* deals, and were sold as such, whether abroad or in this country, at different prices. At Christiania, in 1804, the difference in price between best and second yellow deals was 24 rix dollars, worth 4 *s.* sterling each; and the difference in price between white best and second deals was 12 rix dollars. In the home market the difference in price between best and second yellow Christiania deals was about 7 *l.*; and between best and second white, about 5 *l.* Since 1816, this assortment has been abandoned, and the cargoes now consist of mixed deals. The yellow deals from Frederickstadt, in Norway, are very nearly the same as those of Christiania, and generally obtain in the market the same price, within about 1 *l.* The white deals would be as good as those of Christiania, but for one defect they have; the bark of the tree adheres to the knots, which, therefore, have a black ring round them. When the deal comes to be cut into board, a knot of this kind is apt to fall out. Neither the deals of Christiania, nor of Frederickstadt, are of as good quality as they used to be, particularly as regards the yellow deals. This is owing no doubt to the working of our tariff, which compels, as it were, the deal-manufacturer to cut his deals, whatever be the quality of the log he has to convert, all of one thickness. There are several kinds of yellow deals not quite so good as those of Christiania in the quality of the wood, and yet coming near to them, which used formerly to be imported from Norway in very large quantities, and still are imported from some of the places of shipment referred to, but to a moderate extent only. Our tariff, since 1811, has either annihilated, or greatly diminished their trade with us. The principal of these ports are Longsound, Porsground, Larwig, Krageroe and Dram. The cloister deals from Longsound, 2 inches thick, and the broad and clean deals from Krageroe, 1 ½ inch thick and 14 feet long, were noted for their excellence. From Dram an immense quantity, 10 feet long and 2 inches thick, both white and yellow, were imported. The lowland deals from this port are of inferior quality, but the upland of superior. Of the deals of most of the above ports it may be said, that they are good, as regards the texture of the wood, but small in size, as they are seldom more than from 8 ½ to 8 ¾ inches wide. Some few deals, but principally white deals, used to come from Tonsberg. Occasionally there was a considerable supply from Frederickshall and Moss, the yellow deals of which ports are of bad quality, and the white deals not much better. Of the white lowland deals of Norway in general, it may be said, that they resemble in quality the white spruce deals of America. They have the same disposition to warp and to rend on drying. I proceed to the yellow deals of Sweden. The nearest deals in quality to the best yellow deals of Norway, as regards their being at the same time durable and mellow, are those which come from Stockholm, and from Geffle in the Gulph of Bothnia. These are generally brought, or rather used to be brought, of the length of 14 feet; for our tariff makes it always the interest of the importer to increase the length to the injury of the quality. Two inches was formerly the established thickness for Stockholm; with the advance of duty this thickness was increased, first to 2 ½ inches, and lastly to 3 inches. If Stockholm or Geffle deals were quite as mellow as Christiania deals, they would be preferred to those of Christiania, on account of their full size, and freedom from sap; but they are somewhat more disposed to warp; and with regard to Geffle deals, to have coarse knots. I am not able to state the cost, at any very recent period, of importing deals from Stockholm or Geffle. If we assume that the deals imported thence are all 14 feet long, and that the price obtained here for the former is 36 *l.*, and for the latter 38 *l.*, which are about the average prices of the last seven or eight years in the London market, after deducting the duty of 19 *l.*, there will remain 17 *l.* in the former case, and 19 *l.* in the latter, to meet prime cost, freight and charges.

The following are the accounts of two importations, one from Stockholm, and the other from Geffle, in the year 1799.

Cost

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Cost of importing 120 deals, 14 feet long by 9 ½ inches by 3 inches, in 1799.

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	From Stockholm.	From Geffle.
	£. s. d.	£. s. d.
Prime cost abroad	9 10 –	9 10 –
Freight and Port charges	13 10 10	13 10 6
Charges	– 8 –	– 8 –
Total, without Duty	23 8 10	23 8 6
Duty	5 13 8	5 12 7
£.	29 2 6	29 1 1

There are some other ports in the Gulph of Bothnia, viz. Hernosand and Sundswall, from which cargoes of yellow deals are shipped, little inferior occasionally to those from Stockholm and Geffle. But it may be said of most of the deals from those ports, that in them there is in general an exaggeration of the faults perceptible in the deals of Stockholm and Geffle. A large proportion of the deals from Hernosand and Sundswall is from 16 to 21 feet long and 10 inches wide. The deals of Soderham and Schonwick are of a still harder and coarser nature than those last described.

I come next to the yellow deals of Gottenburgh, which although very free from sap and durable, yet have the fault of being rigid, and unfit for the joiner. Hence they always bear a price, lower by about 5*l.* per 120 deals, 12 ft. × 3 × 9, than those of Christiania. They are very fit for the rough purposes, both in and out of doors, on account of their durability: but they are not fit for fine joiners' work.

Leaving those we come to the deals of Northern Russia, *i. e.* of Archangel and Onega. The yellow deals of Onega and of Archangel are very similar to one another in quality; and of all deals they approach, in one respect, the nearest to the yellow deals of Christiania; they are exceedingly mellow, and fit for the joiner. On the other hand, they are not very durable or capable of resisting damp; for which reason they ought not to be used in the ground floor of a house. The knots are apt to be surrounded by dead bark. They are imported of the average lengths of 20 feet. Archangel deals, until about 10 years ago, were imported only of the width of 11 inches or 7 inches, *i. e.* in the state of plank or of battens; but at that time, and from that time until I quitted business, I imported them of the width of 9 inches; and from the certainty I could be at of obtaining entire cargoes of the very first quality, without any admixture of inferior goods (an object I could never accomplish with regard either to Norwegian or Swedish deals), I was able by means of these Archangel deals to supersede the use of almost every other superior description of European yellow deals. £. 31 is about the price at which you can import these deals, reduced to the standard of 120 pieces of 12 ft. × 3 in. × 9 in.

	£. s. d.
The prime cost being	£. 7 15 6
Freight	9 9 –
Charges	– 15 –
	17 19 6
Duty	13 2 6
	£. 31 2 –

Eleven-inch Archangel deals of the best quality can be imported at about the rate of 18*l.*, the Petersburgh standard; of which price the elements are:—

	£. s. d.
Prime cost on board	4 12 6
Freight	5 15 6
Charges	– 12 –
	11 – –
Duty	6 12 6
	£. 17 12 6

And the cost of importing yellow battens, reduced to the same standard, is not materially different.

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Petersburgh and Narva yellow deals come of the breadth of 11, 9 and 7 inches. In quality the wood is inferior to that of Onega or of Archangel; Petersburgh deal is less durable, and not nearly so mellow as either the Archangel or Onega deal; it is nearly as liable to take the dry rot in a damp and confined situation as the yellow pine deal of America.

The cost of importing 11-inch yellow Petersburgh deals was as follows in the years 1786 and 1789; and I have added the cost for the average of the eight or nine years commencing with 1823:—

YEARS	1786.	1789.	1823 to 1832.	120, 12 ft. × 9 in. × 3 in.
	Petersburgh Standard.	Petersburgh Standard.	Petersburgh Standard.	
	s. *d.*	*s.* *d.*	*s.* *d.*	£. *s.* *d.*
Prime cost at Petersburgh	72 8	58 10	110 –	7 7 4
Freight	50 9	58 6	94 6	7 14 7
Charge here	5 –	5 –	10 –	– 12 6
Total, without Duty	128 5	122 4	214 6	15 14 5
Duty	24 4	28 –	131 6	13 1 4
Total, with Duty	152 9	150 4	346 –	28 15 9

Yellow battens are imported from Petersburgh at a price nearly in proportion to the 11-inch. The cost of importing yellow 11-inch Narva deals in 1783 and 1784 was as follows:—

	s. *d.*
Prime cost for Petersburgh standard hundred	67 4
Freight	56 7
Charges	5 –
Total, without duty	128 11
Duty	17 1
	146 –

Yellow battens, 6 ½ inches wide, used to be imported from Narva at a price nearly in proportion to the deals.

Very few yellow deals are imported from Riga.

There are then the yellow deals from Memel and from Dantzic, the former 11 inches, the latter 12 inches wide: both of these are very durable. Memel plank are employed for all rough purposes out of doors, for barn floors and for the steps of stairs, when clean; Dantzic plank are used by brewers and distillers for making the large vessels to hold their liquor, called backs.

The very best of the Dantzic plank are also extremely fit for joiners' work, as they are soft and mellow, and retain their shape; but this only applies to a very small proportion of them; and those which are so soft, are not so durable. Dantzic also affords the long yellow plank, 40 feet long, 3 inches thick and 12 inches wide, used for the decks of ships. Memel plank, until of late years, were not imported in any very large quantity. The following is a comparative statement of the cost of importing Memel Plank in 1783 and in 1824:—

YEARS	1783.	1824.	
		Crown.	Brack.
	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*
Prime cost per Petersburgh standard	5 1 2	7 9 2	5 5 –
Freight	2 1 4	3 14 8	3 14 8
Charges	– 4 –	– 10 –	– 10 –
Total, without Duty	7 6 6	11 13 10	9 9 8
Duty	1 – –	7 – 6	7 – 6
Total, with Duty £.	8 6 6	18 14 4	16 10 2

The

The cost of importing Dantzic yellow plank, not exceeding 21 feet in length, in 1824, was as follows:—

	1824.	
	Crown.	Brack.
	£. s. d.	£. s. d.
Prime cost at Dantzic	8 3 –	6 5 –
Freight	4 5 10	4 5 10
Charges	– 10 –	– 10 –
Total, without Duty	12 18 10	11 – 10
Duty	6 15 –	6 15 –
£.	19 13 10	17 15 10

There are yellow deals from Finland. Nyland deals, 14 feet long, resembling some of the coarser varieties of Sundswall deals from Sweden, are of late introduction. There are also broad yellow plank, 12 inches wide and 21 feet long, from Biorneburg, in the Gulf of Bothnia; they are of a quality very nearly approaching to the plank of Archangel, but far more knotty.

Now I come to the white deals manufactured from the spruce fir, the yellow deals of Europe being manufactured from the Scotch fir. All that I said of the quality of yellow deals, applies also to white deals, except that the sap in white deals is not discernible from the heart; and therefore the manufacture of white deals has so far one difficulty the less to contend with.

Norway is the only country from which white deals of the very first quality are imported in any quantity; for although the white deals from Stockholm and Geffle in Sweden, like the yellow from those ports, are very good, yet their quantity is too small to render them worth notice. The white deals, like the yellow, shipped at Christiania, are the very best in the world: fit for joiners' work, and above all other deals of the kind, light and mellow. The white deals of Frederickstadt also are very good; yet rather subject to a small black knot, surrounded by dead bark. All the other ports in Norway, which I before mentioned as yielding yellow deals, also yield white deals of good quality; but from the smaller ports, generally the deals are somewhat narrow, from 8 $\frac{1}{2}$ to 8 $\frac{3}{4}$ inches wide; whereas the deals of Christiania and Frederickstadt are full 9 inches wide. Accordingly these narrow deals fetch a proportionately less price in the market. The white deals from Wekkeroe are sold by the name of Christiania deals, the least mellow and the hardest of which they resemble; they are of greater average length than the deals of Christiania, being perhaps of a mean length of 19 feet.

The lowland white deals of Norway form the exception to the general good quality of the white deals from that country, the lowland white deals having most of the bad properties of the white spruce of America, that is, a disposition to warp, and to split upon drying. From Dram two qualities of white deals used to come, the upland and the lowland, the former as good in quality as the latter is bad. The white deals of Moss, though showy to appearance, are of this bad quality. Those from Longsound, Schien, Larwig, are good. From Gottenburgh a considerable quantity of white deals have of late years been shipped. With a few exceptions occasionally, they are of a hard stringy nature; the saw on passing through them, tears their substance into strings instead of sawdust. The white deals, of the width of 11 and 12 inches, from this port, are, on account of their cheapness, one of the materials used by the makers of packing-cases. Northern Russia exports hardly any white deals: although the few that come occasionally from Archangel, mixed by accident with yellow deals, are of excellent quality. The East-country white deals that come nearest in quality to those of Norway, are those of Narva: they are brought of the width of 11 and of 9 inches. When properly seasoned, they can be used for all purposes to which Norway white deals are applied. Next in quality to those of Narva are the white deals from Riga, which are brought as well 9 inches as 11 inches wide.

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The cost of importing white 9-inch Riga deals the 120, reduced to the standard of 12 ft. × 3 in. × 9 in., was as follows, in 1824 :—

	£.	s.	d.
Prime cost	7	10	–
Freight	6	10	10
Charges	–	12	6
Total without duty	14	13	4
Duty	13	8	3
£.	28	1	7

The cost of importing white 11-inch Riga plank the 120, reduced to the Petersburgh standard of 12 ft. × 1½ in. × 11 in., was, in 1831, as follows :—

	£.	s.	d.
Prime cost	4	–	8
Freight	4	4	–
Charges	–	10	–
Total without duty	8	14	8
Duty	6	7	7
£.	15	2	3

White deals are imported from Petersburgh, both 9 inches and 11 inches wide, in considerable quantities. They are not uniform in texture; but contain hard veins; and they have the defect, however long they may have been kept, of expanding and contracting with change of weather so that if used in the panel of a door, the wood alternately enters and recedes from the groove into which it fits; as the paint will show, when that kind of deal has been used for a panel. The prime cost of white deals at Petersburgh is usually considerably less than the cost of white deals at Riga. The freight however from Petersburgh is usually about 10 *s.* per Petersburgh standard greater than from Riga. The result usually is, that Petersburgh white deals can be imported for about 15 *s.* less, reduced to the said standard, than Riga white deals; but the Petersburgh deals must then be considered the dearest, on account of their worse quality. Some white deals used formerly to come from Wyberg. The white wood of Memel is of an inferior description. The white plank from Biorneburg, in Finland, comes in small quantity, and is good in quality, but knotty.

Battens, which are deals 7 inches wide, are principally used for floors; but those of the very best description are also used for making window frames. The best yellow battens are imported from Christiania. They usually are sold at from 19 *l.* to 20 *l.* per 120 pieces of 12 ft. × 7 in. × 2 ½ in. A large number of both white and yellow battens used formerly to be imported from Longsound, in Norway; but battens of this description are now imported from Dram; they are from about 6½ to 6¾ inches wide. The white especially are of excellent quality, and so are such of the yellow as are not sappy; the sappy preponderate in number, and, on account of their cheapness, are used as a substitute for timber in building the smaller descriptions of houses. The yellow Dram battens usually sell for about 16 *l.*, and the white for 15 *l.* Both yellow and white battens are imported from Gottenburgh. They are usually of inferior quality, and sell, the white for about 15 *l.* 10 *s.*, the yellow for about 16 *l.* 10 *s.*; that is for more than the Dram battens, nearly in proportion to their greater width.

The next in quality to the battens of Christiania and Frederickstadt, are those which are imported from Archangel and Onega; though few have come of late from the latter port. Yellow Archangel battens cost usually somewhat more, per Petersburgh standard, than the 11-inch plank. They sell for about 18 *l.* the Petersburgh standard, which is equivalent to 19 *l.* for 120 pieces of 12 ft. × 7 × 2½ inches. Both Archangel and Onega battens have the fault of having black bark round the knots, and knots the wood of which is dead; whereas the knots in the Christiania wood are bright, and firmly united to the substance of the tree.

Yellow

Yellow battens are imported also from Petersburgh, considerably inferior in the quality of the wood to those of Archangel and of Onega.

American deals are of three descriptions. There is the yellow pine, the red pine, and the white spruce. A fourth, the hemlock-spruce deal, is sometimes brought; but it is too bad in quality, and too small in quantity, to deserve further notice.

The best of the yellow pine deals are shipped from the St. Lawrence. Some are floated down the rivers from the mills to the port of shipment, and, when taken on board, are saturated with wet, and covered with river silt. Others have been put on board of craft, and come bright from the saw to this country. Of the bright deals, the very best in quality are those from the Rivière de Loup. In a very good parcel of yellow pine deals, about two-fifths will be perfectly clear of knots. Yellow pine is of a light and spongy texture, and the more completely it is of that texture, and the opposite to what is hard, fibrous, and stringy, the better it is for all the purposes to which it is properly applicable: such as the doors, shutters, pannelling, and other internal fittings of houses; the frame of cabinet-work; all those purposes, in short, for which lightness, and no great strength, is required. It preserves the form, which the joiner gives it, without warping; and this property, coupled with the facility of obtaining it free of knots, fit it admirably for the carver, the moulder for iron-castings, the musical-instrument maker, the maker of wooden organ-pipes, the maker of Venetian blinds, &c. The shipping price at Quebec of best yellow floated pine deals was in 1824, for the Petersburgh standard hundred, and clear of all charges, 6*l.* 10*s.* English money; the shipping price of the very finest yellow plank at Archangel, in the same year, being only 4*l.* 15*s.*; and at other seasons they have preserved, I believe, nearly the same ratio. Yellow pine deals, inferior as to the texture of the wood, or from being coarse and knotty, are used for the more ordinary packing-cases and other inferior purposes. If the yellow pine is exposed to damp in any confined situation, it rapidly decays; but in the open air, for palings raised from off the ground, for weather-boarding to sheds, and wherever it is completely well ventilated, it lasts a long time, although exposed to alternate wet and dry. Its spongy texture prevents its being rent so much as deals of a more rigid substance are liable to be, by exposure to the weather. Red pine deals come in very small quantity; so small, that they are seldom separated from the yellow pine deals with which they come mixed, or are distinctly noticed in the specifications of the cargoes which are offered for sale. This however is sometimes the case, particularly with those of the best description, such as are brought from the Rivière de Loup. The red pine deal will answer, I believe, for most of the purposes, to which the yellow, or Scotch-fir, deal of Europe is applied. When used for floors in houses, it has the defect of turning of a very dark colour; but this, I believe, is owing to its resinous texture, which causes dust to adhere to its surface; and might be prevented by washing the surface with an alcaline ley, or any other solvent of resin. It has not, however, like the yellow pine, any peculiar properties, which would cause it still to be imported hither, were there no protecting duty.

Of the white spruce deals, none, not even the very best, are to be compared for quality to the white deals of the north of Europe. They have two faults: they are very liable to warp; and the knots in them, owing to the bark adhering to the branch while the wood grows over it, are liable to fall out, and to leave a hole in the boards. However long they may be kept, they never lose their property of warping, and are thus unfit for joiners' work. They are used only for the floors of the most ordinary houses. I should add that they are extremely liable, if placed in damp situations, to decay. I had an instance of this in the floor of my counting-house at Lambeth, which I had caused to be made of spruce deals, as the cheapest material. An unusually high tide in the Thames overflowed it. It was covered at the time with oil-cloth; and the oil-cloth being replaced upon it, before it was thoroughly dry, in less than a week the dry rot had spread over the whole floor; and had penetrated, in some parts, below the surface of the deal. Of this, as well as of every other description of American deals, and most especially of yellow pine deals, I should say, that they ought only to be used in situations that are perfectly dry, or if not dry, that are completely exposed to the air. Every deal of yellow pine, that has been shipped in America in a wet state, when it arrives here, is covered over by a net-work of little white fibres, which are the dry rot in its incipient state. There is no cargo even that is shipped in tolerably dry condition, in which upon its arrival here you will not find some

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deals with the fungus beginning to vegetate on their surface. If they are deals that have been floated down the rivers in America, and shipped in a wet state, they arrive quite covered with this net-work of the fungus, so that force is necessary to separate one deal from another, so strongly does the fungus occasion them to adhere. They grow together again, as it were, after quitting the ship, while lying in the barges, before being landed. Accordingly, if a cargo has arrived in a wet condition, or late in the year, or if the rain falls on the deals before they are landed, and you pile them flat one on the other, after the usual manner of piling deals; in six months' time, or even less, the whole pile of deals will become deeply affected by the dry rot; so that wherever the flat surface of one deal lies upon the flat surface of another deal, the rot penetrates to the depth, perhaps, of an eighth of an inch. You arrest its progress by repiling the deals during very dry weather in the month of March, and by sweeping the surface of each deal, before it is repiled, with a hard broom. But the best way is to pile the deals in the first instance upon their edges; by which means the air circulates round them, the growth of the fungus is arrested, and the necessity of repiling them is prevented. The shipping price at Quebec of the best white spruce deals, reduced to the standard of 120 pieces of 12 ft. + 3 in. + 9 in., was, in 1824, 9 *l.* 15 *s.*; the shipping price of white Petersburgh deals, reduced to the same standard, in the same year, was about 6 *l.* 10 *s.*; and Petersburgh white deals are better in quality than white spruce deals. The same relative difference in price still exists, or nearly so. Spruce deals, particularly the spruce planks 11 and 12 inches wide, that come from St. John's and St. Andrew's, in New Brunswick, are much used for packing-cases; the breadth saves the labour of joining and gluing. The materials out of which packing-cases are principally made are inferior whitewood deals of every description;—white spruce plank and white spruce deals of St. John's and St. Andrew's; inferior white Gottenburgh plank; inferior white Petersburgh or Riga plank; any whitewood that is broad and cheap answers the purpose. Where strength is not required, inferior yellow pine deals or plank, or board cut out of inferior yellow pine timber, will serve. If the fabric to be packed is cloth of any description, and the package is destined for a warm climate, whitewood must be employed; since, when yellow deal is carried to a warm climate, the oil distils out from the turpentine that it contains, which oil is changed to a resin by the action of the air, and by adhering to the fabric, injures it. Cedar wood has the same property, when used for chests of drawers, in our own climate. With regard to the dry rot, very few cargoes of timber in the log come from America, in which, in one part or the other of every log, you will not see a beginning of the vegetation of the dry rot. Sometimes it will show itself only by a few reddish discoloured spots on the surface of the log, which if you scratch with the nail, you will find that, to the extent of each spot, the texture of the timber, to some little depth, is destroyed; it will be reduced to powder by your scratching it; you will generally see also on these spots a white fibre growing. If the timber has been shipped in dry condition, and the voyage has been a short one, there may be some logs without a spot; still I should think there was scarcely a cargo that came from America, in which you will not find many logs of timber thus affected. But if the cargo has been shipped in a wet condition, and the voyage has been a long one, then a white fibre will be seen growing over every part of the surface of every log; and in cargoes that have been so shipped, I have seen all the logs of yellow pine, red pine, and of oak, more or less affected on the surface.

5160. Have you been in the habit of seeing cargoes of timber and deals in the ship's hold?—I have very frequently seen such cargoes in the hold.

5161. Did you ever notice that that same white fibrous appearance, which you have described as so frequently visible on the surface of the American timber and deals, also extends itself over every part of the ship,—the ship's sides and beams, from such a cargo?—It may; I never noticed it; I think it likely that it would. It is easily prevented from injuring the substance of the ship's timbers.

5162. Do you know whether that ends in decay on those parts?—If the ship is built of good, sound, well-seasoned heart of oak, I question whether it would affect it. But in order to prevent its doing so, the precaution is usually taken, I believe, to scrape the surface, as soon as the hold is clear of a cargo of lumber. Were the cargo not cleared out, and the hold not ventilated, a ship that was permanently exposed to this fungus, would no doubt be affected. It is very easy however to prevent its extending. I had the interior of my ship washed with a solution of sulphate of copper or blue vitriol, to prevent its taking the dry rot. This metallic salt, or a solution of corrosive sublimate (which is the principle of Mr. Kyan's patent),

patent) and indeed a solution of several other metallic salts, will completely prevent the rot from extending from the cargo to the ship.

5163. Did it never occur to you there is a white mould arises from damp in a ship's hold, which bears very much the appearance of that fungus growth usually termed dry rot, but which is totally distinct from it, though sometimes difficult to distinguish?—The fungus of which I speak, as affecting the surface of American deals and timber, I cannot be mistaken about. I am not speaking of what is on the sides of ships, but of that which I know to affect the surface of the deals and timber coming from America; particularly if they have been shipped in a wet state, and the voyage has been a long one.

5164. Are you quite satisfied that is the seeds of the dry rot?—Quite certain. There are also two descriptions of European timber, very liable to take the dry rot: yellow Petersburgh deals, and yellow and white battens from Dram, in Norway. I have received battens of Dram, which had been lying a long time in bond in this country, and had not been repiled in time, as they ought to have been; they were as much affected by the dry rot as many American deals: though this had not happened in so short a time, as I have known to be sufficient to rot American deals. That the fungus of which I speak as growing on the surface of American goods, is the dry rot, I am quite certain. It has all its characters, as to appearance, and as to effect; for whenever it spreads over the surface, the deal, if neglected, is reduced to the state of powder. With your nail, you can then make a hole in the deal to the depth of half an inch, or more.

5165. What proportion of the bad white spruce deals comes from the colonies, compared with the yellow pine—the better sort?—White spruce would form a small proportion of the whole importation from America, taking deals and timber together; but I should think the white spruce would form about one-third of the deals imported from America: perhaps somewhat less. One half perhaps of these would be of an inferior kind, at least in London.

5166. Are you of opinion, if the whole was put into a solution of Kyan's patent, there would be any difference as to the quality?—A solution of corrosive sublimate may prevent the dry rot from vegetating, or any premature decomposition, or decay of the wood; but it never can change the quality of the wood, nor alter its texture, so as to make that mellow, which was rigid, and disposed to warp; nor that dense and compact, which was light and spongy.

Now with regard to the timber in the log. Riga used formerly to be the port from which almost all the fir timber in the log, from 12 to 13 inches square, required for building and other purposes in this country, was imported. From 1757 to 1778, nine-tenths of all the fir-timber 12 inches square, and upwards, entered as purchased or imported in the mercantile books I have above referred to as having consulted, is Riga timber. It has the valuable property for timber in the log, for the material out of which joists, and girders are made, of being very rigid—of bending little under great weights. Moreover, it is very regularly squared, very straight, very clear of knots, straight in the grain, and very durable. Owing to its rigidity, and to its freedom from knots, it is liable to the defect of being rent and shaken at the heart, on which account the fir timber from some other ports on the eastern coast of the Baltic is preferred for most purposes by the generality of consumers. Where timber more than 13 inches square is required, other ports must be had recourse to. Amongst the uses to which I have known Riga timber to be applied, on account of its stiffness, and freedom from knots, is the making the arms for carrying the sails of windmills. I have already given a statement of the cost of importing it, and of its market price here. Dantzic timber was the timber formerly employed, where, owing to the great length, or depth of section, of the material required for construction, Riga timber would not answer the purpose; and wherever squared fir timber of great length, and size, coupled with durability, is wanted, Dantzic still supplies it. On the average, Dantzic timber is the longest and the largest fir timber that comes from any port in the Baltic. It commonly runs 14 and 15 inches, and may be had 16 inches square. It may be procured, upon order, 70 feet long. The cheaper sort, or brack timber, has the defect of being very full of large knots; the best middling timber is knotty only in a moderate degree; but the Crown Polish-squared Dantzic timber, that which has been squared in the province in which it is felled, is perhaps, upon the whole, the very best timber that the north of Europe supplies. Next to that of Riga, it is the most durable of fir timber. I have already mentioned the employ-

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ment of it in making the distillers' vessels. I have already stated the cost of importing Dantzic timber.

Pillau, Königsburg, and Stettin yield timber somewhat of the same description as that of Dantzic, but rather coarser in the grain, and more knotty. The timber of Stettin, though not very long, is sometimes of very great size: I have seen it 20 inches square.

The largest supply of square fir timber, brought from any port in the Baltic to this country, comes from Memel. It is divided into three qualities; of the best, termed Crown, very little comes to the London market. It is of admirable quality, and manufacture; nearly as clear of knots as Riga timber; but not quite so close in the grain, nor as rigid, nor as durable. The more free it is from knots, the more liable it is, like Riga timber, to be shaken at the core; and Memel Crown timber is sometimes also rotten at the core.

Knotty timber is less liable to these defects in the heart, because the knots serve for bolts through the timber, to keep all the parts of it together. Crown Memel timber is usually somewhat more than 13 inches square; and the best of it is from 28 to 55 feet long; that which is longer, being usually knotty at the upper extremity.

The best middling is the highest quality of Memel timber usually imported into London. Much of the Crown timber is sent to the English outports. Much also of the second middling or brack Memel timber is sent to London; the chief defect of which is its containing large knots, rendering it unfit to be cut into small scantling. The cost of importing Memel timber I have already stated.

Besides the timber of larger dimensions supplied by the ports on the eastern coast of the Baltic, a large quantity of small fir timber used to be supplied by Norway, so long as the duty upon timber of that description was moderate. Longsound, Porsground, and Krageroe were the ports from which this timber was chiefly shipped. It was sent in three different states of manufacture; 1st, hewn perfectly square, to the size of from 7 to 10 inches, and called die-square timber; 2d, nearly round or octagon timber, and generally very sappy; 3d, flat timber, of which I find mention made in the books by name, and can only conjecture from that name of what description it was. The usual shipping price of yellow die-square timber at Longsound, was about 22 *s.* per load; that of the octagon timber 3 *s.* or 4 *s.* a load less; that of the flat timber 7 *s.* or 8 *s.* Besides the yellow timber of these three sorts, there was also white timber of each sort, which was sold at 4 *s.* or 5 *s.* a load less than the yellow of the same denomination. I am able to give a statement of the cost of importing these descriptions of timber from Longsound, in 1761, and in 1779.

Description of Timber	Longsound Die-Square.		Longsound Common.		Longsound Flat.
YEARS	1761.	1779.	1761.	1779.	1779.
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
Prime Cost	23 7	22 6	19 7	19 8	15 4
Freight	12 –	12 5	12 –	12 5	12 5
Charges	1 –	1 6	1 –	1 6	1 6
Total, without Duty	36 7	36 5	32 7	33 7	29 3
Duty	3 8	3 8	3 8	3 8	3 8
Total, with Duty	40 3	40 1	36 3	37 3	32 11

Timber of this description, however, was seldom imported here by merchants on their own account; but was sent here upon consignment, to sell for what it would fetch; and the net proceeds per load were often considerably less than the sums here given for the prime cost in Norway.

The yellow die-square timber of Longsound, is of all fir timber, for its size, the stiffest; and the best of it is very durable.

5167. Is that the case with Brewick?—Most of the Brewick timber used to be shipped at Longsound; it was the name applied generally to the round or octagon timber. Some of it is very sappy, and as to the sappy part, very perishable. But the hearty die-square Longsound timber is the most durable of fir timber. From 1795 to 1811, whenever the duties on timber, owing to the necessities of the State,

to

to provide the means for carrying on the war, were raised, Norway timber was subjected to a much less duty than timber of larger dimensions; but in 1811, the fatal year to the Norway trade with this country, Norway timber was made liable to the same duty as the larger timber from the Baltic, an exception being made in favour of timber used in the Cornish mines. From 18 *s.* 6 *d.* a load, the duty was raised to 45 *s.* 8 *d.* This put an end to the use of Norway timber in this country, as an article of general consumption. Riga, Dantzic, Memel, and Norway used to be our principal sources of supply for timber in the log; but cargoes came also occasionally from Narva, Petersburgh, and Archangel. Hardly any timber ever now comes from either of those three ports. The Petersburgh timber is defective, as being very subject to rend itself, and become shaky, as it dries. While the ports in Prussia remained closed, in 1808, 1809, and 1810, a good deal of fir timber in the log was brought from the ports of Sweden, from Gottenburgh, Stockholm and Geffle. It is not well squared; seldom exceeds 30 feet in length, and most of it indeed is much shorter; and all of it has the bad property of rending and becoming shaky, if kept in the state of the log; so that unless immediately converted, it loses great part of its value.

I now come to the American timber. The only descriptions of American timber that are known in this market in the state of the log, are the red pine and the yellow pine; for although pitch-pine has lately been brought here, *viâ* Halifax, from the southern ports of the United States, yet that species of fir timber is scarcely known here as an article of consumption. The red pine approaches very nearly in quality to Riga timber; and if it was as regularly squared, and did not taper, it would sell, I think, for the same price. It is almost as stiff, and is very free from knots. But the irregular manufacture of the logs occasions a loss in the conversion of the timber; and therefore it sells for a price proportionally less than timber from the Baltic. Perhaps, if the voyage from Quebec was as short as that from Riga, it would not be more liable than Riga timber to take the dry rot; but owing to the length of time that it remains in the ship; owing to the yellow pine wood which, as deals or timber, is generally in the same hold with it, there seldom arrives a cargo of red pine timber which does not exhibit on some part or other of the surface of some of the logs just a touch of the dry rot; and therefore although the timber, if not so treated, might not be liable to this defect, yet, treated as it has been before it arrives here, it often is infected; and if then placed under circumstances only slightly favourable to the growth of the fungus, it will be the means of introducing the dry rot into a building. You certainly incur a risk, by using timber of that kind, unless a closer examination be made of the surface of each log to be used than most architects or builders are likely to make; or, unless you have recourse to preventive means, such as Mr. Kyan's patent, or some other such mineral poison may afford. The shipping price at Quebec of red pine timber was, in 1824, reduced to English measure, and to sterling money, all charges included, 40 *s.* 3 *d.* a load; the shipping price of timber of about equal quality in the Baltic, the same year, being about 21 *s.*

The yellow pine timber in the log comes from Quebec, from St. John's, from Miramichi, and from some other ports in New Brunswick. That from Quebec is not so fit for the better purposes to which yellow pine is applied, as that of St. John's; nor is that of St. John's so fit for those purposes as that of Miramichi. That of Miramichi is the lightest and most spongy, and the least fibrous of all. It is exceedingly *mellow*, to use the joiners' word, has no tendency to warp, and preserves the form that the workman gives it. For very large and clean yellow pine timber I paid at Quebec in 1824 from 17 *s.* to 19 *s.* a load, English measure, and sterling money, all charges included; and for large and clean yellow pine timber at Miramichi, the same year, about 25 *s.* a load.

Yellow pine timber ought not to be used for rafters, joists, girders, or plates, in any building; for no purpose, in short, and in no situation, where strength and stiffness are required, and where the ends or any part of the timber come in contact with brickwork or masonry, or are liable to damp. For the yellow pine timber is not rigid, is deficient in strength, will break with a less weight than almost any other kind of timber; and, except in perfectly dry situations, or where it is thoroughly well ventilated, is extremely liable to take the dry rot.

There is the oak of Quebec, which when first imported into this country, a few years after our conquest of Canada, sold, as I have shown, at from 65 *s.* to 70 *s.* a load; but which, when again brought to this market in the year 1800, the year of the second Northern Confederacy, and consequently of high prices for

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timber; and again in 1807, the year of the second expedition to Copenhagen, sold for 10 guineas a load. There are two descriptions of it, the red and the white oak, of which the latter is the best and most durable. The red sold in 1830 as low as 80 *s.* a load; the white at 100 *s.* It now sells, I believe, at from 110 *s.* to 120 *s.*, but the price varies very much according to the size and regularity of the log. I paid for it at Quebec in 1824, English measure, and sterling money, all charges included, 66 *s.* a load.

5168. What was the freight from Quebec in 1800?—I have no note of that. There was but little freighting of ships from Quebec at that time; but you may infer what it ought to have been from the freights paid in that year from the ports in Europe. The freight from Riga was 55 *s.* a load; that from Quebec would be about double of that amount, or about 110 *s.*; perhaps a little more.

The only remaining description of wood that I have now to speak of is Wainscot. Formerly most of the wainscot used in this country came from Holland, or Ostend. It is cut from logs that are brought down the Rhine, and which grew, principally, I believe, on the country adjoining the river Moselle. The windmills by which it is cut are principally at Westzaan and Zaandam, near Amsterdam, but there are others near Rotterdam. I have an account of the cost of importing it from 1757.

COST of Importing Dutch Wainscot Board, the Piece, 12 Feet long, 1 Inch thick.

	1757.	1762.	1765.	1779.	May 1780.	July 1780.	Dec. 1780.
	d	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Prime Cost	30.	34.5	44.333	32.5	33.75	33.75	33.75
Freight	1.625	1.625	1.625	1.625	2.133	3.25	7.
Charges and Insurance	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Total, without Duty	33.125	37.625	47.458	35.625	37.383	38.5	42.25
Duty	5.875	5.875	5.875	5.875	5.875	5.875	5.875
Total	39.	42.5	53.333	41.5	43.258	44.375	48.125

	1782.	1783.	1785.	1786.	1793.	1802.	1803.	1814.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Prime Cost	33.75	37.5	48.75	54.	44.5	47.5	47.5	52.
Freight	3.25	3.25	2.2	2.2	3.3	4.4	4.4	6.6
Charges and Insurance	1.5	1.5	1.5	1.5	1.5	1.75	1.75	1.75
Total, without Duty	38.5	42.25	52.45	57.7	49.3	53.65	53.65	60.35
Duty	5.875	10.	10.	10.	10.	19.	35.	76.
Total	44.375	52.25	62.45	67.7	59.3	72.65	88.65	136.35

Every board 12 feet long, and one inch thick, containing on an average about 11 ½ superficial feet, then sold at from 3 *s.* 2 *d.* to 3 *s.* 6 *d.* a board, and other lengths and thicknesses nearly in proportion. It continued to be imported into this country from 1757 uninterruptedly to the close of 1780, when the war between this country and Holland for a short time suspended its importation. Means of importing it, however, were soon devised. A nominal sale of it was made to neutral houses at Emden, whither it was sent in the first instance, afterwards to be shipped for this country: or, on payment of two per cent. commission, it was registered at Ostend as Imperial property, and thence imported in Flemish vessels: the freights paid for importing it rising from 1 ¾ *d.* to 7 *d.* Up to 1780, Dutch wainscot only had been used by the English navy for building the boats required for that service; but Riga wainscot was now substituted for Dutch. After the peace of Paris, the rate of freight upon wainscot imported from Holland returned nearly to its former level; but between 1783 and 1786 a great advance in the price of wainscot having taken place in Holland, Riga wainscot came more and more into use. During the war, from the end of 1793 to 1803, the importation of Dutch wainscot was wholly suspended; and again from the end of 1803 to 1815. On the return of peace, in 1815, I imported a small quantity of Dutch wainscot, as an experiment to see what it would cost; but the enormously disproportionate

portionate duty paid upon it, as compared with the duty on Riga wainscot, made it impossible to import it with advantage. The duty, though reduced in 1821 from 5 *s.* 6 *d.* the inch board, 12 feet long, to 4 *s.*, is still nearly 200 per cent. higher on wainscot board than it is on wainscot in the log; so that the duty may be considered as quite prohibitory. I have occasionally imported wainscot logs also from Holland; but they are always so full of defects, that wainscot in that state can never be imported from Holland with advantage. Since 1780, wainscot has been principally supplied from Riga, in the state of logs about 14 feet long, and containing about 18 cubic feet. They come chiefly down the Dwina, from Russian Poland, from the Ukraine, and from Volhynia. Since 1824, they have been brought of larger dimensions than formerly from the government of Kiew, frequently measuring 22 or 23 cubic feet; and have been sold according to their cubical contents, and not by the piece. Within the last three or four years some have been imported from the same country, *viâ* Odessa. I have already given a statement of the cost of importing wainscot logs from Riga at different periods: and as this account seems to show that a permanent rise has taken place in the price of wainscot, I think that every impediment to its importation from any country that produces it should be removed, and its importation in board be rendered practicable, by a properly graduated duty.

About 10 years ago, I caused a considerable quantity of wainscot logs to be brought to Memel, and imported them. The cost of importing Memel wainscot logs in 1826, averaging 18 ¾ feet long, and 21 ½ feet cube, was as follows:—

	s.	*d.*
Prime cost	57	3
Freight	11	1
Charges	2	–
Total, without Duty	70	4
Duty	23	3
	93	7

Memel logs are of large dimensions, and yield boards of greater breadth than the logs imported from Riga; but the wood is not so mellow, and is plainer. The importation of wainscot logs from Memel, I believe, still continues. I have before stated, that in 1780 Riga wainscot was substituted for Dutch wainscot in the construction of the boats used in the British navy. Riga wainscot continued to be used by our navy until about the year 1806, I believe, when Quebec oak was substituted for wainscot. Quebec oak is a material so liable to warp, that I doubt whether it is desirable to use it for boat-building, so long as wainscot can be obtained at a moderate price. And although the Quebec oak, at the low price which it has borne for the few last years, is nominally cheaper than wainscot, yet if you take into consideration the waste attaching to its conversion, I have no doubt that of the two, it is the dearest material, for the purpose in question. Wainscot logs are straight in the grain, are clear of knots, and have the centre or pith of the tree cut clean away from them, by cleaving the tree down the middle. I should imagine that Memel wainstcot logs, on account of their great length, and of the breadth of the boards obtained from them, would be peculiarly applicable to the building of ships' boats. The American oak is a bad substitute for wainscot, as it is exceedingly liable to warp, and to change the form the joiner gave it, however long it may have been seasoned. Needy builders, who work for contract, sometimes use it, and call it wainscot; and I know of one public building in which it has been introduced, and, I suppose, paid for under that name.

APPENDIX.

LIST.

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APPENDIX.

Appendix, No. 1.

STATEMENT of the EXPORT from *Riga* of Wainscot Logs, Timber and Deals, from 1785 to 1834, both inclusive.

YEAR.	WAINSCOT LOGS.	TIMBER.	DEALS.	YEAR.	WAINSCOT LOGS.	TIMBER.	DEALS.
	Pieces.	*Pieces.*	*Pieces.*		*Pieces.*	*Pieces.*	*Pieces.*
1785	27,671	69,162	58,720	1810	7,047	3,077	6,623
1786	29,132	78,613	44,380	1811	6,810	15,807	10,155
1787	23,693	92,231	59,038	1812	7,199	4,018	4,455
1788	23,335	51,522	109,709	1813	879	9,901	56,876
1789	12,705	45,283	79,459	1814	2,877	30,896	88,833
1790	11,911	43,207	63,250	1815	8,487	31,492	135,657
1791	15,644	44,684	43,586	1816	4,786	33,169	59,699
1792	23,862	66,759	83,867	1817	8,888	15,533	80,402
1793	26,552	68,309	65,020	1818	6,173	21,775	131,674
1794	20,175	73,871	140,315	1819	8,880	30,761	183,773
1795	12,401	22,362	102,394	1820	11,595	14,309	97,542
1796	17,618	38,965	26,865	1821	4,168	38,249	59,739
1797	14,995	53,314	78,535	1822	5,748	21,144	125,506
1798	24,072	31,302	21,583	1823	6,603	26,307	213,600
1799	687	4,449	5,023	1824	9,768	33,190	488,104
1800	24,856	42,665	36,031	1825	17,023	30,527	630,107
1801	8,392	24,550	14,481	1826	8,911	48,493	218,884
1802	18,017	32,013	63,214	1827	10,001	43,376	315,094
1803	19,316	33,101	144,203	1828	7,339	27,346	165,810
1804	16,159	49,243	139,205	1829	6,458	32,974	245,790
1805	16,750	29,794	162,694	1830	2,425	26,236	253,405
1806	15,435	39,581	131,666	1831	5,749	27,546	344,572
1807	19,154	34,043	37,160	1832	5,974	42,185	122,000
1808	1,482	817	3,077	1833	6,541	24,968	204,731
1809	1,566	- -	8,510	1834	7,008	41,938	234,884

The above is the Total Export from Riga to Great Britain and foreign countries; and below is a Statement of the Export to Great Britain and Ireland during the last 10 years, prior to which date no division of the Export to Great Britain and foreign countries has been received.

Appendix, No. 2.

STATEMENT of the Quantities of Wainscot Logs, Timber and Deals, EXPORTED from *Riga* to *Great Britain* and *Ireland*, from 1825 to 1834, both inclusive.

YEAR.	WAINSCOT LOGS.	TIMBER.	DEALS.	YEAR.	WAINSCOT LOGS.	TIMBER.	DEALS.
	Pieces.	*Pieces.*	*Pieces.*		*Pieces.*	*Pieces.*	*Pieces.*
1825	16,939	15,975	609,312	1830	2,319	4,456	240,990
1826	7,233	19,092	165,413	1831	5,689	12,066	339,662
1827	9,353	14,957	265,911	1832	5,158	6,851	94,045
1828	6,420	3,469	139,392	1833	6,238	8,082	187,406
1829	6,259	7,938	213,962	1834	6,719	7,396	212,903

I beg to observe, on the above Accounts, that during the war, almost the whole of the export of wood from Riga was to Great Britain; but since the peace, unless in those years that the Admiralty required a quantity, the export of timber to this country has been very insignificant, while that to foreign countries is annually increasing. I beg further to observe, that the slab-edged timber I described to the Committee, cannot be imported to this country, owing to the high duty and the mode of measurement by callipers, as by that the importer pays duty for considerable greater contents than there is in the timber; and I beg to suggest, that such timber should in future be measured in such a manner as that duty is paid only on the real quantity each piece of timber contains. I conceive it advantageous to the country that such facilities in the measurement of timber should be adopted, as to encourage the importation of different kinds, and particularly of slab-edged timber, which, from being a younger tree, is of a superior quality to the larger wood. The Dutch take no other.

London, 24 June 1835. *John Mitchell.*

Appendix, No. 3.

ACCOUNT of the QUANTITIES and VALUE of all Articles Exported from the *British North American* Colonies in 1833.

	Quebec.		Montreal.		Prince Edward Island.		St. John's, Newfoundland.		St. John's, New Brunswick.		St. Andrew's.		Halifax.		TOTAL.		
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
Produce of Agriculture:		£.		£.		£.		£.		£.		£.		£.		£.	£.
Apples - - *bushels*	388	291	107	80	- -	- -	- -	- -	- -	- -	- -	- -	2,227	1,670	2,722	2,041	
Barley - - *bushels*	9,815	1,472	186	27	163,970	24,595	- -	- -	44	6	- -	- -	7,829	1,174	181,844	27,276	
Beef and pork - *barrels*	14,508	43,524	4,707	14,121	500	1,500	- -	- -	- -	- -	6	18	1,476	4,428	21,197	63,591	
Berries - - *gallons*	- -	- -	- -	- -	- -	- -	920	46	- -	- -	- -	- -	160	8	1,080	54	
Biscuit - - - *cwt.*	2,380	2,082	335	293	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2,715	2,375	
Butter - - - *lbs.*	39,956	1,997	5,150	257	- -	- -	- -	- -	18,802	940	- -	- -	164,472	8,223	228,380	11,419	
Cattle - - *number*	30	120	- -	- -	1,937	7,748	- -	- -	- -	- -	21	84	4,999	19,996	6,987	27,828	
Flax and other seeds *bushels*	1,345	334	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1,345	334	
Flour - - *bushels*	59,651	102,139	32,218	56,381	756	1,323	- -	- -	- -	- -	- -	- -	20	35	92,645	162,128	
Hams, &c. - - *lbs.*	30,898	1,158	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	26,817	1,005	57,715	2,163	
Hides - - *number*	- -	- -	2,510	2,510	- -	- -	1,606	1,606	- -	- -	- -	- -	1,841	1,841	5,952	5,952	
Oat and other meal *bushels*	905	905	- -	- -	670	670	- -	- -	- -	- -	- -	- -	1,322	1,322	2,897	2,897	
Tobacco - - - *lbs.*	5,890	140	14,000	350	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	19,890	497	
Vegetables - *bushels*	- -	- -	- -	- -	105,606	7,920	- -	- -	2,852	213	1,300	97	137,381	10,303	246,839	18,512	
Wheat - - *bushels*	106,301	35,433	547,757	182,852	10,279	3,426	- -	- -	- -	- -	- -	- -	400	133	664,737	221,579	
TOTAL of Agriculture - -	- -	189,595	- -	257,871	- -	47,182	- -	1,652	- -	1,159	- -	199	- -	50,138	- -	- -	548,646
Produce of Mines:																	
Gypsum and Limestone, *tons*	- -	- -	- -	- -	- -	- -	- -	- -	2,764	1,382	614	307	178,700	89,350	182,078	91,039	
Grindstones - *number*	- -	- -	- -	- -	- -	- -	- -	- -	1,395	2,092	- -	- -	74,666	111,999	76,061	114,091	
Lime - - - *hogsheads*	- -	- -	- -	- -	- -	- -	- -	- -	491	245	- -	- -	- -	- -	491	245	
Bricks - - *number*	- -	- -	- -	- -	- -	- -	- -	- -	90,000	225	- -	- -	26,000	65	116,000	290	
Coal - - *chaldrons*	- -	- -	- -	- -	- -	- -	- -	- -	687	687	- -	- -	45,493	45,493	46,180	46,180	
TOTAL of Mines - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	4,631	- -	307	- -	246,907	- -	- - -	251,845

Produce of Fisheries:																		
Fish, dried - - *cwts.*	5,617	2,808	- -	- -	1,353	676	507,093	253,546	20,224	10,102	9,122	4,561	290,306	145,153	833,715	416,857		
—— pickled - *tierces*	161	644	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	161	644		
—— ditto - *barrels*	1,520	1,520	- -	- -	455	455	23,551	23,551	24,947	24,947	2,499	2,499	77,088	77,088	130,060	130,060		
—— ditto - - *kegs*	23	5	- -	- -	- -	- -	- -	- -	2,151	537	- -	- -	420	105	2,594	647		
—— smoked - *boxes*	175	21	- -	- -	- -	- -	- -	- -	10,292	1,286	10,432	1,304	4,850	606	25,749	3,218		
—— ditto - *number*	- -	- -	- -	- -	- -	- -	- -	- -	3,708	927	- -	- -	56	14	3,764	941		
—— oil - - - *tuns*	- -	- -	- -	- -	- -	- -	6,494	162,350	162	4,050	209	4,225	596	14,900	7,461	186,522		
—— ditto - *gallons*	- -	- -	- -	- -	- -	- -	39	3	151	15	33	3	166	16	389	37		
Seal skins - *number*	- -	- -	- -	- -	- -	- -	260,313	13,015	- -	- -	- -	- -	20,229	1,011	280,542	14,027		
TOTAL of Fisheries - -	- -	4,998	- -	- -	- -	1,131	- -	452,465	- -	41,862	- -	12,592	- -	238,893	- -	- -	752,953	
Produce of Forests:																		
Ashes - - *barrels*	12,754	98,644	23,600	182,530	- -	- -	- -	- -	25	136	- -	- -	- -	- -	36,380	281,179		
Deals and battens - *number*	2,821,173	169,266	99,594	5,970	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2,920,767	175,236		
Deals and boards - *feet*	- -	- -	- -	- -	1,504,356	5,760	38,000	95	36,811,000	92,027	26,591,709	66,477	27,656,970	69,140	92,602,035	233,499		
Handspikes - *number*	17,028	851	6,020	301	- -	- -	- -	- -	1,140	57	- -	368	368	18	24,556	1,227		
Hoops - - *number*	77,990	39	- -	- -	- -	- -	329	- -	- -	- -	- -	- -	- -	- -	78,319	39		
Lathwood - *cords*	2,633	2,633	- -	- -	245	245	- -	- -	3,666	3,666	598	598	500	500	11,923	11,923		
Masts and spars - *number*	3,730	18,650	- -	- -	550	2,750	- -	- -	4,292	21,460	- -	- -	3,351	16,755	11,923	59,615		
Oars - - *number*	25,556	2,555	1,899	189	- -	- -	136	13	8,561	856	560	56	988	98	37,703	3,770		
Poles, knees, &c. - *number*	24,024	300	- -	- -	- -	- -	145	1	17,105	213	2,353	29	3,306	41	46,665	583		
Shingles - - *number*	37,100	12	- -	- -	1,601,100	950	- -	1	5,856,000	4,392	9,841,759	7,389	3,906,500	2,929	21,242,459	15,931		
Staves - - *number*	4,703,688	48,363	339,945	1,981	15,336	84	31,000	182	486,000	2,835	383,146	2,177	5,649,727	32,956	11,608,842	83,580		
Timber - - - *tons*	293,985	367,481	2,150	2,687	6,635	6,635	- -	- -	184,747	184,747	20,474	20,474	64,535	64,535	571,526	645,359		
TOTAL of Forests - -	- -	708,794	- -	194,050	- -	16,424	- -	291	- -	310,489	- -	97,191	- -	186,972	- -	- -	1,536,916	
TOTAL - - -	- -	903,387	- -	451,921	- -	64,737	- -	454,408	- -	360,141	- -	109,969	- -	722,910	- -	- -	3,090,380	
Estimate for new ships exported - - - - - - - - - - - -																	100,380	
Tons - - - - - - - - - - - -																	200,000	
																£.	3,390,380	

Appendix, No. 4. - -

SHIPPING Employed by the *British North American*

INWARDS. - - - - - - - - - -

PORTS.	United Kingdom.			British West Indies.			British North American Colonies, &c.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
Quebec - - -	696	206,542	8,914	36	6,344	345	161	18,330	944
Montreal - - -	171	28,362	1,403	- -	- -	- -	10	1,173	58
St. John's, N. Brunswick	393	113,719	5,033	58	9,174	469	1,263	82,275	4,416
St. Andrew's - -	59	15,370	578	55	11,476	525	239	12,850	779
Halifax - - -	123	29,740	1,422	302	30,322	1,775	1,293	79,505	4,726
Cape Breton - -	25	2,551	271	5	378	16	523	31,558	1,608
Prince Edward's Isle -	16	3,251	151	1	35	4	344	14,214	850
St.John's, Newfoundland	251	35,171	2,022	54	5,490	359	365	27,797	1,549
TOTAL - -	1,734	437,706	19,794	511	63,219	3,493	4,198	267,702	14,930

OUTWARDS. - - - - - - - - - -

PORTS.	United Kingdom and Guernsey.			British West Indies.			British North American Colonies.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
Quebec - - -	779	232,273	9,964	27	3,745	224	158	11,172	662
Montreal - - -	120	28,694	1,421	- -	- -	- -	15	2,060	98
St. John's, N. Brunswick	511	153,392	6,603	59	9,065	441	1,159	61,977	3,939
St. Andrew's - -	102	29,729	1,269	95	19,270	907	252	12,290	777
Halifax - - -	122	29,906	1,356	323	33,873	2,054	1,192	75,214	4,466
Cape Breton - -	12	1,789	113	4	291	25	554	31,670	1,501
Prince Edward's Isle -	19	3,360	159	2	178	11	368	18,069	1,065
St.John's, Newfoundland	151	18,515	1,122	73	7,796	503	377	34,531	1,911
TOTAL - -	1,816	497,658	22,007	583	74,218	4,165	4,065	244,973	14,419

- - Appendix, No. 4.

Colonies in all Parts of the World in 1833.

- - - - - - - - - - INWARDS.

Foreign America.			Foreign Europe, Africa, &c.			TOTAL INWARDS.			PORTS.
No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.	
29	9,913	402	19	4,942	271	941	246,071	10,876	Quebec.
1	164	9	7	1,055	52	135	30,754	1,522	Montreal.
307	40,620	2,020	5	1,288	51	2,026	237,039	11,989	St.John's, N.Brunswick
529	27,948	1,793	1	209	9	876	67,853	3,684	St. Andrew's.
1,320	187,743	5,167	30	6,531	280	3,068	253,921	13,370	Halifax.
104	13,403	597	10	2,315	101	667	53,305	2,593	Cape Breton.
2	199	11	- -	- -	- -	363	17,699	1,016	Prince Edward's Isle.
80	9,485	541	142	17,299	1,084	892	95,842	5,555	St.John's,Newfoundland
2,372	289,475	10,540	214	33,639	1,848	8,968	1,002,484	50,605	TOTAL.

- - - - - - - - - - OUTWARDS.

Foreign America.			Foreign Europe, Africa, &c.			TOTAL OUTWARDS.			PORTS.
No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.	
1	130	6	4	1,583	64	696	248,903	10,910	Quebec.
- -	- -	- -	- -	- -	- -	135	30,754	1,519	Montreal.
212	20,562	1,074	1	86	8	1,943	245,272	12,075	St.John's, N.Brunswick
414	9,739	947	- -	- -	- -	863	71,028	3,900	St. Andrew's.
1,471	110,051	5,808	7	927	62	3,116	250,064	13,652	Halifax.
178	22,247	1,028	4	399	33	752	42,661	2,001	Cape Breton.
1	61	3	- -	- -	- -	309	21,668	1,238	Prince Edward's Isle.
55	7,523	443	189	22,595	1,439	845	90,960	5,418	St.John's,Newfoundland
2,332	170,313	9,309	205	25,590	1,626	9,913	1,001,310	50,722	TOTAL.

Appendix, No. 5.

ACCOUNT of the Quantities of Fir Timber, Deals and Battens, Imported into the United Kingdom from 1783 to 1834, both Years inclusive.

	FIR TIMBER EIGHT INCHES SQUARE AND UPWARDS.									
	From Russia.	From Sweden.	From Norway.	From Prussia.	From British North American Colonies.	From other Parts.	FROM ALL PARTS.			
							In British Ships.	In Foreign Ships.	Total.	
	Loads. ft.	*Loads. ft.*	*Loads. ft.*	*Loads. ft.*	*Loads. ft.*	*Loads. ft.*	*Loads. ft.*	*Loads. ft.*	*Loads. ft.*	
1783	20,355 41	436 19	20,329 44	161,282 16	494 22	2,188 26	- - -	- - -	205,087 18	- - The quantities imported in British and Foreign ships respectively cannot be stated for the years prior to 1819.
1784	20,633 15	1 0	18,860 19	136,641 2	233 40	2,666 31	- - -	- - -	179,036 7	
1785	11,762 8	2 0	26,636 46	188,152 1	94 12	2,957 31	- - -	- - -	229,604 48	
1791	23,907 30	306 34	29,073 12	154,759 22	1,835 28	7,211 23	- - -	- - -	217,093 49	
1792	36,574 39	882 5	32,452 31	206,754 48	2,353 24	9,960 2	- - -	- - -	288,977 49	
1793	19,932 21	1,642 13	30,403 45	137,092 10	2,218 1	8,674 19	- - -	- - -	199,963 9	
1794	26,301 1	563 3	23,522 5	118,651 11	384 0	2,962 9	- - -	- - -	172,383 29	
1795	13,311 48	526 35	24,382 19	108,964 30	5 22	4,211 49	- - -	- - -	151,403 3	
1796	17,138 29	264 44	29,053 46	152,160 8	381 41	4,530 40	- - -	- - -	203,530 8	
1797	11,929 11	108 22	22,404 24	82,262 43	698 40	4,311 3	- - -	- - -	121,714 43	
1798	7,099 12	296 42	25,901 23	106,988 13	541 43	1,738 47	- - -	- - -	142,566 30	
1799	5,302 30	382 46	32,074 2	110,140 5	1,053 2	2,052 34	- - -	- - -	151,005 19	
1800	15,503 10	911 26	38,468 14	133,828 32	1,761 24	3,452 39	- - -	- - -	193,925 45	
1801	12,903 27	967 16	32,610 41	111,859 28	2,636 32	5,839 40	- - -	- - -	166,817 34	
1802	11,181 26	1,259 39	42,305 3	197,668 26	4,743 36	6,279 36	- - -	- - -	263,438 16	
1803	12,385 26	1,736 7	50,521 36	215,187 28	10,113 12	7,158 25	- - -	- - -	297,102 34	
1804	20,622 45	1,656 3	48,186 47	204,274 25	12,630 35	6,495 6	- - -	- - -	293,866 11	
1805	13,470 26	474 2	44,931 19	187,944 44	9,997 8	7,449 5	- - -	- - -	264,267 4	
1806	27,264 32	2,349 16	66,305 37	46,291 8	11,662 26	12,603 31	- - -	- - -	166,477 0	
1807	22,730 19	10,455 13	52,898 33	131,097 28	20,817 14	29,420 38	- - -	- - -	267,419 45	
1808	3,528 16	13,461 11	1,455 28	8,231 5	51,532 49	7,479 25	- - -	- - -	85,688 34	
1809	52 7	34,443 8	6,797 30	13,278 8	84,891 14	16,579 43	- - -	- - -	156,042 10	
1810	1,213 23	27,991 4	75,091 12	31,280 3	108,097 24	33,785 49	- - -	- - -	277,459 15	
1811	10,539 19	18,535 5	61,219 24	34,388 25	129,984 37	65,179 43	- - -	- - -	319,847 3	
1812	1,888 36	7,637 22	12,596 10	4,901 41	150,106 44	58,356 18	- - -	- - -	235,487 21	- - Balks five and under eight inches square having been subjected to duty as fir timber from 1st Sept. 1812, are consequently included in this Account after that date.
1813	Records destroyed by fire.									
1814	19,577 33	27,507 4	19,151 47	59,745 21	45,259 37	314 10	- - -	- - -	171,556 2	
1815	21,589 18	21,642 48	61,866 8	86,959 18	115,427 49	3,201 25	- - -	- - -	310,687 16	
1816	12,524 16	5,875 30	17,720 46	42,547 14	140,336 44	9,899 49	- - -	- - -	228,904 49	
1817	6,011 9	7,925 5	17,548 12	54,974 46	153,921 36	90 18	- - -	- - -	240,471 26	
1818	14,002 18	11,226 24	29,935 23	86,419 18	235,720 16	516 7	- - -	- - -	377,820 6	
1819	12,031 23	9,292 26	27,389 34	68,655 27	297,401 36	189 3	355,632 36	59,327 13	414,959 49	
1820	4,500 13	4,607 34	9,564 33	46,607 5	275,644 23	208 35	319,117 29	22,015 14	341,132 43	
1821	5,941 39	5,414 15	15,889 15	71,817 42	291,456 19	1,421 41	352,921 28	39,019 43	391,941 21	
1822	6,846 8	1,984 39	17,218 47	110,891 12	312,604 17	1,479 9	394,957 43	56,066 39	451,024 32	
1823	8,724 23	2,754 10	30,458 25	118,849 1	350,726 3	299 15	415,033 42	96,777 35	511,811 27	
1824	9,111 12	4,262 34	30,411 33	150,995 45	386,418 46	651 4	463,553 36	118,297 8	581,850 44	
1825	9,705 49	7,455 48	34,817 23	228,887 10	427,706 2	896 2	578,217 48	131,250 36	709,468 34	
1826	11,857 47	1,525 0	18,524 3	120,013 47	402,412 27	1,275 47	492,355 44	63,253 27	555,609 21	
1827	10,900 7	961 3	19,143 14	139,361 3	296,451 16	574 9	403,738 34	63,752 18	467,491 2	
1828	3,719 12	1,563 22	13,392 25	122,138 34	327,474 25	1,992 8	408,716 0	61,564 26	470,280 26	
1829	4,889 19	1,235 33	17,176 20	123,925 9	344,981 13	317 15	421,045 0	71,480 9	492,525 9	
1830	3,407 18	854 40	20,716 38	83,108 49	347,953 47	1,294 49	399,916 9	57,420 32	457,336 41	
1831	6,484 37	3,819 15	23,306 44	97,352 8	379,081 16	2,110 29	437,518 35	74,641 14	512,154 49	
1832	4,802 41	2,339 38	17,911 25	67,821 36	396,861 17	4,113 11	437,311 49	56,538 19	493,850 18	
1833	3,828 26	441 26	23,680 32	72,010 26	366,244 36	488 2	393,088 48	73,605 0	466,693 48	
1834	6,149 12	297 12	21,081 10	80,852 41	380,580 9	505 13	408,315 32	81,150 15	489,465 47	

DEALS AND DEAL ENDS.

—	From Russia.	From Sweden.	From Norway.	From Prussia.	From British North American Colonies.	From other Parts.	FROM ALL PARTS. In British Ships.	FROM ALL PARTS. In Foreign Ships.	FROM ALL PARTS. TOTAL.
	C. qr. no.	C. qr. no.	C. qr. no.	C. qr. no.	C. qr. no. Loads. ft.	C. qr. no. Loads. ft.	C. qr. no.	C. qr. no.	C. qr. no. Loads. ft.
1788 -	11,863 2 20	3,352 2 15	46,341 2 9	1,830 2 9	269 3 2 & 254 5	683 0 11 & 4,930 49	- - -	- - -	64,341 1 6 & 5,185 4
1789 -	12,392 0 26	3,317 0 26	39,516 3 16	1,750 2 7	542 3 3 845 40	642 2 29 13,487 25	- - -	- - -	58,162 1 17 14,333 15
1790 -	11,707 3 21	4,696 2 13	43,867 3 28	2,552 3 7	263 3 16 609 49	1,855 3 14 2,467 13	- - -	- - -	64,945 0 9 3,077 12
1791 -	16,113 1 16	5,131 0 19	51,129 2 10	1,616 2 3	312 2 24 617 33	1,483 1 3 3,500 21	- - -	- - -	75,786 2 15 4,118 4
1792 -	16,530 2 12	5,917 1 22	46,064 0 23	1,870 3 6	408 3 21 2,711 14	1,635 2 1 16,896 48	- - -	- - -	72,427 1 25 19,608 12
1793 -	15,351 3 17	5,191 3 27	40,900 0 6	1,975 3 12	91 3 1 51 24	1,027 1 22 8,903 43	- - -	- - -	64,538 3 25 8,955 17
1794 -	10,070 0 6	4,246 3 20	44,550 2 11	1,663 3 13	77 0 9 528 29	186 0 28 2,723 0	- - -	- - -	60,794 2 27 3,251 29
1795 -	11,008 2 23	3,958 3 4	38,539 3 4	1,674 2 17	164 0 21 59 24	620 2 28 4,299 25	- - -	- - -	55,966 3 7 4,358 49
1796 -	16,512 2 15	3,890 0 6	48,561 0 3	2,197 2 19	190 3 3 577 10	979 1 21 6,527 45	- - -	- - -	72,331 2 7 7,105 5
1797 -	11,548 1 2	2,292 2 12	29,245 3 3	1,199 2 0	120 1 9 2,732 18	742 2 26 6,422 36	- - -	- - -	45,149 0 22 9,155 4
1798 -	9,733 3 8	3,253 2 4	40,671 3 26	1,191 1 20	181 2 12 1,774 49	238 3 6 12 47	- - -	- - -	55,271 0 16 1,787 46
1799 -	4,887 1 10	5,099 0 19	45,232 1 25	1,804 2 8	252 1 0 50 46	201 0 29 489 42	- - -	- - -	57,477 0 1 540 38
1800 -	6,361 3 17	4,294 2 5	50,214 3 17	2,895 2 10	352 1 29 - -	472 2 27 404 0	- - -	- - -	64,592 0 15 404 0
1801 -	6,673 1 9	4,026 2 0	45,714 2 8	3,378 3 11	488 2 0 - -	1,038 0 6 - -	- - -	- - -	61,319 3 4 — —
1802 -	10,357 0 24	6,290 0 11	48,916 3 21	3,243 3 26	393 1 28 - -	505 3 22 - -	- - -	- - -	69,707 2 12 — —
1803 -	10,500 0 19	8,163 1 28	62,508 0 24	3,392 0 19	953 1 21 273 41	761 0 11 82 15	- - -	- - -	86,278 2 2 356 6
							- - -	- - -	
					C. qr. no.	C. qr. no.	- - -	- - -	C. qr. no.
1804 -	7,385 1 22	4,312 3 27	47,567 3 3	4,082 2 5	957 0 27	702 1 23	- - -	- - -	65,008 1 17
1805 -	6,514 3 19	6,331 0 26	54,501 2 15	6,146 3 27	713 0 12	586 0 23	- - -	- - -	74,794 0 2
1806 -	9,570 1 15	8,375 2 14	52,081 3 27	1,349 3 19	671 0 24	1,328 0 8	- - -	- - -	73,377 0 17
1807 -	6,101 2 29	7,928 0 18	44,329 1 11	3,645 1 20	786 1 22	1,362 1 13	- - -	- - -	64,153 1 23
1808 -	517 2 7	13,181 1 27	784 3 13	114 0 15	1,599 0 8	1,478 3 14	- - -	- - -	17,675 3 24
1809 -	433 1 5	18,693 0 21	12,606 3 21	1,480 0 19	2,070 2 3	2,153 1 7	- - -	- - -	37,437 1 16
1810 -	1,340 2 12	15,661 0 15	57,041 2 13	2,419 2 22	2,151 3 19	1,684 3 4	- - -	- - -	80,499 2 25
1811 -	2,006 3 18	7,353 0 2	50,734 2 2	1,549 3 21	3,141 0 2	1,175 0 4	- - -	- - -	66,260 1 19
1812 -	1,200 0 8	6,182 2 28	26,024 3 21	516 3 8	3,409 0 9	380 3 5	- - -	- - -	37,714 1 19
1813 -	Records destroyed by fire.								
1814 -	10,693 0 0	11,507 3 1	10,043 0 26	2,459 0 27	1,055 0 12	376 1 17	- - -	- - -	36,134 2 23
1815 -	13,998 2 23	9,562 2 18	37,914 3 3	3,181 3 18	1,973 3 18	117 3 13	- - -	- - -	66,749 3 3
1816 -	7,430 0 13	4,094 1 23	9,862 1 10	2,740 2 17	1,870 1 2	133 2 27	- - -	- - -	26,131 2 2
1817 -	12,693 2 12	4,906 3 18	14,993 3 8	3,442 3 11	3,725 2 16	89 0 21	- - -	- - -	39,851 3 26
1818 -	12,057 3 21	7,692 3 27	21,796 3 17	4,453 0 27	6,899 3 5	119 3 16	- - -	- - -	53,020 2 23
1819 -	11,070 1 16	7,205 2 9	20,817 1 25	4,964 3 14	10,633 1 22	36 1 2	28,871 3 3	25,856 0 25	54,727 3 28
1820 -	8,047 3 5	3,473 1 20	10,285 2 2	5,362 0 10	9,075 2 29	21 1 17	23,251 0 24	13,014 2 29	36,265 3 23
1821 -	7,019 1 11	4,827 1 22	10,983 3 4	4,749 2 25	8,894 3 0	23 0 17	24,156 1 27	12,341 2 22	36,498 0 19
1822 -	11,951 2 23	4,863 3 5	13,485 0 1	6,590 3 5	8,552 1 21	65 0 28	28,889 3 15	16,619 0 8	45,508 3 23
1823 -	13,284 0 23	5,844 1 25	13,797 3 12	6,526 0 23	9,433 3 10	55 0 10	29,657 3 9	19,283 3 4	48,941 2 13
1824 -	16,829 3 24	7,594 0 20	16,106 3 8	9,380 3 2	12,263 2 17	60 1 14	35,670 2 8	26,565 0 17	62,235 2 25
1825 -	22,925 2 15	7,874 1 20	18,879 2 17	11,649 1 29	15,697 3 16	47 0 12	47,250 2 14	29,823 2 5	77,074 0 19
1826 -	11,313 3 19	2,469 1 29	11,992 2 11	4,839 2 25	14,887 3 8	46 0 1	31,820 0 18	13,729 1 15	45,549 2 3
1827 -	15,493 2 18	3,350 1 2	12,863 0 1	6,131 3 14	12,084 2 25	71 0 22	36,045 1 10	13,949 1 12	49,994 2 22
1828 -	13,807 0 8	3,123 3 10	11,229 1 7	5,697 0 10	15,730 1 20	35 0 3	35,732 3 19	13,889 3 9	49,622 2 28
1829 -	14,887 1 22	3,265 0 17	9,809 1 1	5,339 3 1	18,256 0 2	30 1 2	38,298 2 5	13,289 1 10	51,587 3 15
1830 -	14,810 1 3	2,779 0 17	8,708 2 13	4,223 1 20	19,652 2 11	25 0 15	37,893 2 23	12,310 1 26	50,204 0 19
1831 -	14,075 3 0	3,723 1 12	10,457 2 13	4,550 0 4	22,066 3 2	41 2 6	38,985 1 4	15,929 3 3	54,915 0 7
1832 -	12,722 2 12	2,431 2 16	5,994 0 27	4,042 1 27	26,053 2 1	19 0 28	39,743 0 11	11,520 2 10	51,263 2 21
1833 -	10,815 2 10	2,633 2 7	7,124 2 21	4,229 2 15	30,974 3 29	19 2 14	42,400 1 3	13,397 3 3	55,798 0 6
1834 -	18,257 3 15	3,591 0 28	6,613 1 9	4,582 0 25	34,000 2 15	60 0 26	51,447 0 4	15,658 1 24	67,105 1 28

(continued)

BATTENS AND BATTEN ENDS.

	From Russia.	From Sweden.	From Norway.	From Prussia.	From British North American Colonies.	From other Parts.	FROM ALL PARTS. In British Ships.	In Foreign Ships.	TOTAL.
	C. qr. no.	C. qr. no.	C. qr. no.	C. qr. no.	C. qr. no.	C. qr. no.	C. qr. no.	C. qr. no.	C. qr. no.
1788	2,710 0 19	634 1 10	5,342 3 26	95 3 2	- - -	5 1 10	- - -	- - -	8,788 2 7
1789	3,295 2 4	607 0 0	5,221 2 23	82 0 15	- - -	- - -	- - -	- - -	9,206 1 12
1790	2,151 3 26	281 2 26	5,017 0 12	58 3 9	- - -	1 1 0	- - -	- - -	7,510 3 13
1791	3,192 0 23	593 1 9	5,340 2 25	75 0 27	- - -	- - -	- - -	- - -	9,201 1 24
1792	3,344 3 13	1,081 0 1	5,670 2 3	36 1 21	- - -	2 1 10	- - -	- - -	10,135 0 18
1793	2,383 2 28	383 3 23	4,840 0 17	29 1 12	- - -	3 1 28	- - -	- - -	7,640 2 18
1794	2,623 2 0	408 0 10	5,127 0 27	23 2 18	- - -	0 1 1	- - -	- - -	8,182 2 26
1795	1,688 1 16	232 2 20	3,997 0 29	101 0 18	- - -	- - -	- - -	- - -	6,019 1 23
1796	2,908 1 17	116 0 13	4,644 3 5	48 1 18	- - -	- - -	- - -	- - -	7,717 2 23
1797	3,164 3 6	125 0 6	3,313 2 29	44 1 14	- - -	- - -	- - -	- - -	6,647 3 25
1798	1,225 3 3	181 0 14	3,666 0 28	8 0 1	- - -	- - -	- - -	- - -	5,081 0 16
1799	193 1 19	125 3 10	4,026 1 26	6 1 14	- - -	- - -	- - -	- - -	4,352 0 9
1800	1,001 3 24	299 3 8	4,242 0 24	17 2 16	- - -	8 2 24	- - -	- - -	5,570 1 6
1801	842 3 26	332 2 20	3,964 1 13	5 2 14	- - -	62 2 12	- - -	- - -	5,208 0 25
1802	1,627 0 24	357 1 15	3,832 2 25	32 1 1	- - -	14 3 17	- - -	- - -	5,864 1 22
1803	1,054 1 7	898 3 1	5,451 1 1	37 2 2	0 2 14	- - -	- - -	- - -	7,442 1 25
1804	649 3 25	283 3 12	3,362 3 24	38 0 17	1 1 27	- - -	- - -	- - -	4,336 1 15
1805	903 2 3	181 1 24	3,763 1 2	49 3 2	7 3 7	10 0 17	- - -	- - -	4,920 3 25
1806	847 2 18	257 1 25	3,449 2 1	10 1 11	8 1 22	7 2 5	- - -	- - -	4,580 3 22
1807	758 3 23	147 0 0	2,954 2 9	35 2 11	16 2 2	43 2 13	- - -	- - -	3,956 0 28
1808	56 1 20	423 2 11	12 3 24	- - -	117 1 2	98 1 22	- - -	- - -	708 2 19
1809	1 2 10	1,294 3 28	1,084 1 14	2 3 7	281 3 10	0 3 3	- - -	- - -	2,666 1 12
1810	0 1 29	572 3 8	4,572 0 9	2 3 27	106 0 24	5 2 17	- - -	- - -	5,260 0 24
1811	176 3 29	190 0 27	3,451 0 26	0 0 6	254 1 22	18 3 22	- - -	- - -	4,091 3 12
1812	24 3 2	147 2 18	1,607 2 16	- - -	190 0 1	7 2 14	- - -	- - -	1,977 2 21
1813	Records destroyed by fire.								
1814	447 1 15	512 1 15	930 1 17	5 1 9	21 1 14	23 0 25	- - -	- - -	1,940 0 5
1815	991 1 29	418 3 28	4,031 3 23	28 3 3	53 3 4	0 1 22	- - -	- - -	5,525 1 19
1816	628 0 21	113 0 20	1,125 1 13	- - -	93 2 1	20 0 5	- - -	- - -	1,980 1 0
1817	2,295 3 4	453 0 0	3,011 1 7	29 3 23	201 2 24	2 2 27	- - -	- - -	5,994 1 25
1818	1,432 0 16	733 2 9	5,905 0 3	49 3 21	250 2 24	9 3 15	- - -	- - -	8,381 0 28
1819	1,209 0 28	819 0 3	6,530 2 4	23 0 6	368 0 28	3 2 7	2,671 1 2	6,372 1 14	9,043 2 16
1820	648 1 24	609 2 15	3,712 1 15	72 1 8	407 1 19	1 2 12	1,966 2 2	3,482 1 1	5,451 3 3
1821	1,147 3 21	615 1 13	3,670 1 1	91 3 9	696 1 28	0 0 20	2,838 0 10	3,383 3 22	6,222 0 2
1822	1,682 0 20	817 1 16	6,188 1 10	278 1 1	705 3 25	1 2 10	3,802 2 18	5,871 0 4	9,673 2 22
1823	1,888 2 0	799 0 21	8,157 1 21	323 1 9	955 1 13	15 0 1	4,312 0 9	7,826 2 26	12,138 3 5
1824	1,995 0 29	1,313 1 15	10,258 2 9	410 3 22	513 1 4	1 1 10	4,033 2 15	10,459 0 14	14,492 2 29
1825	3,758 3 17	2,092 3 0	12,776 3 26	546 1 15	939 3 14	1 2 23	6,535 1 28	13,581 0 7	20,116 2 5
1826	1,737 2 6	795 3 25	7,077 3 15	285 1 18	387 1 12	0 3 8	3,305 2 10	6,979 1 14	10,284 3 24
1827	2,781 0 10	974 0 2	6,848 3 1	325 1 29	255 1 22	0 1 14	4,191 3 10	6,993 1 8	11,185 0 18
1828	2,715 1 16	2,091 1 0	5,170 1 23	320 3 14	455 2 1	- - -	4,212 3 4	6,540 2 20	10,753 1 24
1829	2,814 1 3	1,135 2 16	6,360 2 2	257 2 6	577 2 20	3 3 5	4,633 3 19	6,515 2 3	11,149 1 22
1830	2,882 3 8	1,298 3 14	5,900 3 29	195 3 14	953 0 27	6 3 19	4,625 0 18	6,613 2 3	11,238 2 21
1831	2,766 1 28	1,999 2 29	8,439 1 26	306 2 25	1,080 1 6	4 0 6	4,579 3 24	10,016 3 6	14,596 3 0
1832	2,484 3 8	1,338 0 15	5,822 0 3	207 1 12	1,260 0 11	6 0 0	4,006 3 12	7,111 2 7	11,118 1 19
1833	1,699 2 12	1,408 1 13	6,153 1 15	160 2 6	1,174 3 23	0 0 19	3,362 3 4	7,234 0 24	10,596 3 28
1834	3,609 0 27	2,103 3 4	5,886 2 22	194 0 25	1,561 0 22	4 3 18	5,091 1 0	8,268 2 23	13,359 3 23

Inspector-General's Office, Custom-House, London,
17 July 1835.

William Irving,
Inspector-General of Imports and Exports.

Appendix, No. 6.

AN ACCOUNT of the Quantities of the several descriptions of Wood and Timber retained for Home Consumption in the United Kingdom in the Year 1833, and of the Amount of Duty received thereon; distinguishing the Quantities imported from the North of *Europe*, from the *British North American* Colonies, and from other Parts.

	Quantities retained for Home Consumption.				Net Amount of Duty paid thereon.			
	From the North of Europe.	From the British North American Colonies.	From other Parts.	From all Parts.	From the North of Europe.	From the British North American Colonies.	From other Parts.	From all Parts.
Articles of Fir:					£. s. d.	£. s. d.	£. s. d.	£. s. d.
Balks under 5 inches square, and under 24 feet long - - *gt. hunds. qr. no.*	36 3 13	0 1 0	0 0 2	37 0 15	668 4 3	– 16 3	– 6 1	669 6 7
Ditto - - - - - - and 24 feet long or upwards - - —	6 1 20	- - -	- - -	6 1 20	173 5 –	- - -	- - -	173 5 –
Battens and Batten Ends, according to the scale of Duties for Great Britain; viz.								
Battens 6 and not exceeding 16 feet long, and not exceeding 2 ¾ inches thick - - - - - - - - *gt. hunds. qr. no.*	2,151 2 16	746 1 12	0 0 2	2,898 0 0	21,411 17 –	745 7 –	– 3 4	22,157 7 4
——— 16 and not exceeding 21 feet long, and not exceeding 2 ¾ inches thick - - - - - - - - —	7,707 1 18	94 2 4	0 0 17	7,802 0 9	88,216 12 6	163 1 –	1 12 7	88,381 6 1
——— 21 and not exceeding 45 feet long, and not exceeding 2 ¾ inches thick - - - - - - - - —	1 1 17	- - -	- - -	1 1 17	27 16 8	- - -	- - -	27 16 8
——— exceeding 45 feet long, and exceeding 2 ¾ inches thick —	—	—	—	—	—	—	—	—
——— exceeding 21 feet long, or if exceeding 2 ¾ inches thick, of British possessions - - - - - - - - —	- - -	347 0 1	- - -	347 0 1	- - -	693 15 4	- - -	693 15 4
Batten ends under 6 feet long, and not exceeding 2 ¾ in. thick —	313 0 0	46 0 6	- - -	359 0 6	2,439 – –	17 7 8	- - -	2,456 7 8
——— - ditto - - and above 2 ¾ inches thick - —	- - -	6 1 10	- - -	6 1 10	- - -	4 15 1	- - -	4 15 1
Battens and Batten Ends, according to the scale of Duties for Ireland; viz.								
Battens 8 and not exceeding 12 feet long, and not exceeding 3 ¼ inches thick - - - - - - - - *gt. hunds. qr. no.*	69 3 26	- - -	- - -	69 3 26	581 13 4	- - -	- - -	581 13 4
——— exceeding 12 and not exceeding 14 feet long, and not above 3 ¼ inches thick - - - - - - —	19 0 22	- - -	- - -	19 0 22	186 1 3	- - -	- - -	186 1 3
——— exceeding 14 and not exceeding 16 feet long, and not above 3 ¼ inches thick - - - - - - —	20 0 7	- - -	- - -	20 0 7	222 5 4	- - -	- - -	222 5 4
——— exceeding 16 and not exceeding 18 feet long, and not above 3 ¼ inches thick - - - - - - —	13 2 27	- - -	- - -	13 2 27	171 2 3	- - -	- - -	171 2 3
——— exceeding 18 and not exceeding 20 feet long, and not above 3 ¼ inches thick - - - - - - —	37 1 9	- - -	- - -	37 1 9	517 5 10	- - -	- - -	517 5 10
——— exceeding 20 and not exceeding 45 feet long, and not above 3 ¼ inches thick - - - - - - —	—	—	—	—	—	—	—	—
Batten ends not exceeding 8 feet long, and not above 3 ¼ inches thick - - - - - - - - - —	159 2 5	- - -	- - -	159 2 5	753 3 8	- - -	- - -	753 3 8
Battens and batten ends of all sorts, of the British possessions in America - - - - - - - - - —	- - -	150 1 16	- - -	150 1 16	- - -	62 – 9	- - -	62 – 9
Deals and Deal Ends, according to the scale of Duties for Great Britain (above 7 inches wide); viz.								
Deals, to be used in mines, 8 to 10 feet long, and not exceeding 1 ½ inches thick - - - - - - *gt. hunds. qr. no.*	—	—	—	—	—	—	—	—
——— 6 and not above 16 feet long, and not exceeding 3 ¼ inches thick - - - - - - - - —	6,822 1 11	14,857 1 27	1 2 11	21,681 1 19	129,080 – 3	29,733 8 4	25 – –	158,838 8 7
——— 16 and not above 21 ft. long, and not above 3 ¼ in. thick —	13,733 3 6	1,013 3 13 uncertified.	1 3 6	14,749 1 25	300,778 6 –	2,563 10 10	38 15 9	303,380 12 7
——— 21 and not above 45 ft. long, and not above 3 ¼ in. thick —	247 1 17	3 1 24	6 1 10	257 0 21	10,782 18 8	151 16 –	278 13 4	11,213 8 –

(continued)

	Quantities retained for Home Consumption.				Net Amount of Duty paid thereon.			
	From the North of Europe.	From the British North American Colonies.	From other Parts.	From all Parts.	From the North of Europe.	From the British North American Colonies.	From other Parts.	From all Parts.
Deals and Deal Ends, &c.—*continued.*								
Deals above 45 feet long, or above 3 ¼ inches thick - *gt. hunds. qr. no.*	3 3 22	0 0 27 uncertified.	0 1 22	4 2 11	£. s. d. 309 10 7	£. s. d. 14 8 6	£. s. d. 44 6 10	£. s. d. 368 5 11
—— 6 and not exceeding 21 feet long, and above 3 ¼ inches thick, of the British possessions - - - - - —	- - -	0 1 0	- - -	0 1 0	- - -	1 - -	- - -	1 - -
—— exceeding 21 feet long, and not above 4 inches thick, of British possessions - - - - - - - —	- - -	33 3 1	0 0 19	33 3 20	- - -	168 15 10	- 15 10	169 11 8
—— exceeding 21 feet long, and above 4 inches thick, of British possessions - - - - - - - - —	—	—	—	—	—	—	—	—
Deal ends not exceeding 6 feet long, and not exceeding 3 ¼ inches thick - - - - - - - - - - - —	3,350 2 16	1,096 1 9	0 1 15	4,447 1 10	20,045 16 8	827 11 4	2 4 2	20,875 12 2
Deals and Deal Ends, according to the scale of Duties for Ireland (above 7 and not exceeding 12 inches wide); viz.								
Deals 8 and not exceeding 12 feet long, and not exceeding 3 ¼ inches thick - - - - - - - - *gt. hunds. qr. no.*	493 0 14	- - -	- - -	493 0 14	6,149 15 2	- - -	- - -	6,149 15 2
—— exceeding 12 and not exceeding 14 feet long, and not above 3 ¼ inches thick - - - - - - - —	112 0 10	- - -	- - -	112 0 10	1,630 16 1	- - -	- - -	1,630 16 1
—— exceeding 14 and not exceeding 16 feet long, and not above 3 ¼ inches thick - - - - - - - —	94 2 18	- - -	- - -	94 2 18	1,563 15 5	- - -	- - -	1,563 15 5
—— exceeding 16 and not exceeding 18 feet long, and not above 3 ¼ inches thick - - - - - - - —	33 2 26	- - -	- - -	33 2 26	630 14 3	- - -	- - -	630 14 3
—— exceeding 18 and not exceeding 20 feet long, and not above 3 ¼ inches thick - - - - - - - —	32 1 10	- - -	- - -	32 1 10	673 11 10	- - -	- - -	673 11 10
—— 8 and not above 20 feet long, and exceeding 3 ¼ inches thick - - - - - - - - - - - —	—	—	—	—	—	—	—	—
—— exceeding 20 feet long, and not above 4 inches thick - —	—	—	—	—	—	—	—	—
—— - ditto - - - - and above 4 inches thick - —	—	—	—	—	—	—	—	—
Deal ends under 8 feet long, and not above 3 ¼ inches thick - —	1,452 1 24	- - -	- - -	1,452 1 24	10,277 19 9	- - -	- - -	10,277 19 9
Deals and deal ends of all sorts, of the British possessions in America - - - - - - - - - - —	- - -	13,898 1 6	- - -	13,898 1 6	- - -	5,719 16 10	- - -	5,719 16 10
Deals and Deal Ends, according to the scale of Duties for Ireland (exceeding 12 and not exceeding 15 inches wide); viz.								
Deals and deal ends of all sorts, of the British possessions in America - - - - - - - - - - *gt. hunds. qr. no.*	- - -	0 2 18	- - -	0 2 18	- - -	- 6 9	- - -	- 6 9
Firewood - - - - - - - - - - - - - *fathoms*	6,466 $\frac{6}{36}$	251 $\frac{13}{36}$	353 $\frac{30}{36}$	7,071 $\frac{13}{36}$	6,152 18 10	10 18 5	48 1 3	6,211 18 6
Fir quarters under 5 inches square, and under 24 feet long - *gt. hunds. qr. no.*	92 2 18	0 1 2	- - -	92 3 20	1,692 13 -	- 17 4	- - -	1,693 10 4
—— - - ditto - - and 24 feet long or upwards - —	30 1 13	- - -	- - -	30 1 13	821 18 6	- - -	- - -	821 18 6
Lathwood under 5 feet long - - - - - - - - *fathoms*	2,350 $\frac{0}{36}$	6,012 $\frac{3}{36}$	14	8,276 $\frac{3}{36}$	9,520 11 10	4,506 11 3	59 10 -	14,086 13 1
—— 5 and under 8 feet long, not of the British possessions - —	1,746 $\frac{30}{36}$	- - -	6 $\frac{18}{36}$	1,753 $\frac{12}{36}$	11,881 13 5	- - -	44 4 -	11,925 17 5
—— 8 and under 12 feet long - - - ditto - - - - —	2 $\frac{33}{36}$	- - -	- - -	2 $\frac{33}{36}$	39 19 -	- - -	- - -	39 19 -
—— 5 feet long or upwards, of British possessions in America - —	- - -	33 $\frac{13}{36}$	- - -	33 $\frac{13}{36}$	- - -	41 14 8	- - -	41 14 8
Masts, yards and bowsprits, 6 and under 8 inches in diameter - - *number*	6,005	2,745	6	8,756	2,411 12 -	208 17 -	1 15 -	2,622 4 -
—— 8 and under 12 inches in diameter - - —	1,783	1,407	19	3,209	1,992 2 -	281 16 -	17 6 -	2,291 4 -
—— 12 inches in diameter and upwards - - *loads, feet*	600 27 ½	3,486 29	745 20	4,832 26 ½	1,661 3 8	1,825 7 2	2,049 17 4	5,536 8 2
Oars - - - - - - - - - - - *gt. hunds. qr. no.*	59 0 29	257 0 10	0 3 11	317 0 20	886 9 6	257 11 11	12 12 -	1,156 13 5
Spars under 4 inches in diameter, and under 22 feet long - - —	483 0 24	35 0 24	210 0 18	728 2 6	1,161 3 1	16 2 3	305 - 9	1,482 6 1
—— - - - ditto - - - and 22 feet long or upwards - —	97 2 11	19 0 3	0 0 28	116 3 12	415 15 6	15 3 11	- 17 6	431 16 11

| | | |

Appendix, No. 7.

A STATEMENT showing the various RATES of DUTY charged in *Great Britain* on FIR TIMBER, BATTENS and DEALS, from the Year 1788 to the present Time.

DATES of the Alterations of Duty.	FIR TIMBER, per Load of 50 Cubic Feet.			
	Of NORWAY, 8 and under 10 inches square.	Of NORWAY, 10 inches square or upwards.	Of Other Foreign Countries in Europe, 8 inches square or upwards.	Of the BRITISH POSSESSIONS in AMERICA, 8 inches square or upwards.
	£. s. d.	£. s. d.	£. s. d.	
Rates in 1788	– 6 8	– 6 8	– 6 8	Duty free.
From				
5 April 1795	– 6 8	– 10 –	– 10 –	ditto.
31 Dec. 1796	– 7 –	– 10 6	– 10 6	ditto.
18 July 1797	– 7 4	– 11 –	– 11 –	ditto.
5 July 1798	– 7 4 and 3 *l.* per centum ad valorem	– 11 –	– 11 –	3 *l.* per centum ad valorem.
1 May 1801	– 7 4 and 3 *l.* per centum ad valorem	– 14 8	– 14 8	ditto.
12 May 1802	– 9 –	– 16 8	– 16 10	3 *l.* 12 *s.* per centum ad valorem.
5 July 1803	– 9 –	1 2 6	1 2 6	1 *s.* 8 ½ *d.* per load.
1 June 1804	– 9 –	1 5 –	1 5 –	1 *s.* 10 ½ *d.* ditto.
5 April 1805	– 9 2 7/10	1 5 6	1 5 6	1 *s.* 10 19/20 *d.* ditto.
10 May 1806	– 9 2 7/10	1 7 2	1 7 2	2 *s.* – 9/20 *d.* ditto.
21 July 1806	– 9 2 7/10	1 7 2	1 7 2	2 *s.* – 9/20 *d.* per load, but free if fit for naval purposes.
5 July 1809	– 9 3	1 7 4	1 7 4	2 *s.* per load, but free if fit for naval purposes.
1 July 1811	– 18 6	2 14 8	2 14 8	ditto.
	ALL SORTS.			
	£. s. d.			
1 Aug. 1811	2 14 8			ditto.
15 April 1813	3 4 11			2 *s.* 4 ½ *d.* per load, but free if fit for naval purposes.
5 July 1819	3 5 –			2 *s.* 6 *d.* per load, but free if fit for naval purposes.
25 March 1821	3 5 –			2 *s.* 6 *d.* per load, whether for naval purposes or otherwise.
28 May 1821	2 15 –			10 *s.* ditto.
5 July 1826	2 15 –			10 *s.* ditto.

DATES of the Alterations of Duty.	BATTENS AND BATTEN ENDS, per 120.				
	OF EUROPE.				OF THE BRITISH POSSESSIONS IN AMERICA.
	Battens, 8 and not exceeding 20 feet long, not above 7 inches wide, and not exceeding $2\frac{3}{4}$ inches thick.	Battens, exceeding 20 feet long, not above 7 inches wide, or if exceeding $2\frac{3}{4}$ in. thick.	Batten Ends, under 8 feet long, not above 7 inches wide, and not exceeding $2\frac{3}{4}$ inches thick.	Batten Ends, under 8 feet long, not above 7 inches wide, and exceeding $2\frac{3}{4}$ inches thick.	BATTENS AND BATTEN ENDS, of 11 Sorts.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Rates in 1788 -	1 6 6	2 13 –	– 8 10	– 17 8	Duty free.
From					
5 April 1795 -	1 19 9	3 19 6	– 13 3	1 6 6	ditto.
31 Dec. 1796 -	2 1 $8\frac{17}{20}$	4 3 $5\frac{7}{10}$	– 13 $10\frac{19}{20}$	1 7 $9\frac{9}{10}$	ditto.
18 July 1797 -	2 3 $8\frac{7}{10}$	4 7 $5\frac{2}{5}$	0 14 $6\frac{1}{5}$	1 9 $1\frac{4}{5}$	ditto.
5 July 1798 -	2 3 $8\frac{7}{10}$	4 7 $5\frac{2}{5}$ and 3 *l.* per centum ad valorem.	– 14 $6\frac{9}{10}$	1 9 $1\frac{4}{5}$	3 *l.* per centum ad valorem.
1 May 1801 -	2 18 $4\frac{7}{10}$	5 16 $7\frac{2}{5}$ and 3 *l.* per centum ad valorem.	0 19 $4\frac{9}{10}$	1 18 $10\frac{4}{5}$	- - - - ditto.
12 May 1802 -	3 5 $-\frac{7}{10}$	6 9 $11\frac{2}{5}$	1 1 $10\frac{9}{10}$	2 4 $6\frac{4}{5}$	3 *l.* 12 *s.* per centum ad valorem.
5 July 1803 -	3 13 $1\frac{1}{2}$	7 6 3	1 4 $6\frac{3}{4}$	2 10 $-\frac{3}{4}$	5 *s.* 7 $\frac{1}{2}$ *d.* per 120.
1 June 1804 -	4 1 3	8 2 6	1 7 $3\frac{1}{2}$	2 15 $7\frac{1}{2}$	6 *s.* 3 *d.* ditto.
5 April 1805 -	4 2 $10\frac{1}{2}$	8 5 9	1 7 $10\frac{1}{20}$	2 16 $8\frac{17}{20}$	6 *s.* 4 $\frac{1}{2}$ *d.* ditto.
10 May 1806 -	4 8 $3\frac{1}{2}$	8 16 7	1 9 $7\frac{53}{60}$	3 – $5\frac{7}{20}$	6 *s.* 9 $\frac{1}{2}$ *d.* ditto.
21 July 1806 -	4 8 $3\frac{1}{2}$	8 16 7	1 9 $7\frac{53}{60}$	3 – $5\frac{7}{20}$	6 *s.* 9 $\frac{1}{2}$ *d.* per 120, but free if fit for naval purposes.
5 July 1809 -	4 9 –	8 18 –	1 10 –	3 1 –	7 *s.* per 120, but free if fit for naval purposes.
1 July 1811 -	8 18 –	17 16 –	3 – –	6 2 –	ditto - - - - - - ditto.
15 April 1813 -	10 11 $4\frac{1}{2}$	21 2 9	3 11 3	7 4 $10\frac{1}{2}$	8 *s.* 3 $\frac{3}{4}$ *d.* per 120, but free if fit for naval purposes.
5 July 1819 -	10 11 6	21 3 –	3 11 3	7 5 –	8 *s.* 4 *d.* per 120, but free if fit for naval purposes.
25 March 1821 -	10 11 6	21 3 –	3 11 3	7 5 –	8 *s.* 4 *d.* per 120, whether for naval purposes or otherwise.

	Battens, 6 and not exceeding 16 feet long, not above 7 inches wide, and not above $2\frac{3}{4}$ inches thick.	Battens, 16 and not exceeding 21 feet long, not above 7 inches wide, and not exceeding $2\frac{3}{4}$ inches thick.	Battens, exceeding 21 feet long, not above 7 inches wide, or if exceeding $2\frac{3}{4}$ inches thick.		Batten Ends, under 6 feet long, not above 7 inches wide, and not exceeding $2\frac{3}{4}$ inches thick.	Batten Ends, under 6 feet long, not above 7 inches wide, and exceeding $2\frac{3}{4}$ inches thick.	Battens, 6 and not exceeding 16 feet long, not above 7 inches wide, and not above $2\frac{3}{4}$ inches thick.	Battens, 16 and not exceeding 21 feet long, not above 7 inches wide, and not exceeding $2\frac{3}{4}$ inches thick.	Battens, exceeding 21 feet long, not above 7 inches wide, or if exceeding $2\frac{3}{4}$ inches thick.	Batten Ends, under 6 feet long, not above 7 inches wide, and not exceeding $2\frac{3}{4}$ inches thick.	Batten Ends, under 6 feet long, not above 7 inches wide, and exceeding $2\frac{3}{4}$ inches thick.
	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
28 May 1821 -	10 – –	11 10 –	20 – –		3 – –	6 – –	1 – –	1 3 –	2 – –	– 7 6	– 15 –
5 July 1826 -	10 – –	11 10 –	Battens, exceeding 21 and not exceeding 45 feet long, and not exceeding $2\frac{3}{4}$ inches thick.	Battens, above 45 feet long or $2\frac{3}{4}$ inches thick.	3 – –	6 – –	1 – –	1 3 –	2 – –	– 7 6	– 15 –
			£. s. d.	£. s. d.							
			20 – –	6 – – and further 2 *l.* 10 *s.* p' load.							

DEALS AND DEAL ENDS, per 120.

OF EUROPE.

DATES of the Alterations of Duty.	Deals, 8 to 10 feet long, above 7 inches wide, and not exceeding 1 ½ inch thick.	Deals, 8 to 20 feet long, above 7 inches wide, and not exceeding 3 ¼ inches thick (except Deals 8 to 10 feet long).	Deals, 8 to 20 feet long, above 7 inches wide, and exceeding 3 ¼ in. thick.	Deals, exceeding 20 feet long, above 7 inches wide, and not exceeding 4 inches thick.	Deals, exceeding 20 feet long, above 7 inches wide, and exceeding 4 inches thick.	Deal Ends, under 8 feet long, above 7 inches wide, and not exceeding 3 ¼ inches thick.	Deal Ends, under 8 feet long, above 7 inches wide, and exceeding 3 ¼ in. thick.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Rates in 1788	2 13 –	2 13 –	5 6 –	5 19 –	11 18 –	– 17 8	1 15 4
From 5 April 1795	2 13 –	3 19 6	7 19 –	8 18 16	17 17 –	1 6 6	2 13 –
31 Dec. 1796	2 15 7 4/5	4 3 5 7/10	8 6 11 2/5	9 7 5 3/10	18 14 10 1/5	1 7 9 9/10	2 15 7 4/5
18 July 1797	2 18 3 3/5	4 7 5 2/5	8 14 10 4/5	9 16 4 1/5	19 12 8 3/5	1 9 1 4/5	2 18 3 3/5
5 July 1798	2 18 3 3/5	4 7 5 2/5	8 14 10 4/5	9 16 4 1/5	19 12 8 3/5	1 9 1 4/5	2 18 3 3/5
	– – –	– – –	– – and 3 *l.* per centum ad valorem.				
1 May 1801	2 18 3 3/5	5 16 8 2/5	11 13 4 4/5	13 1 10 1/5	26 3 8 2/5	1 18 10 4/5	3 17 9 3/5
	– – –	– – –	– – and 3 *l.* per centum ad valorem.				
12 May 1802	3 3 3 3/5	6 7 11 2/5	11 13 4 4/5 and 3 *l.* 12 *s.* per cent. ad valorem.	15 16 10 1/5	30 17 10 2/5	2 3 6 4/5	4 4 5 3/5
5 July 1803	3 3 4	7 4 –	14 8 –	17 16 5 1/4	34 15 – 3/4	2 8 11 1/4	4 15 – 3/4
1 June 1804	3 3 4	8 – –	16 – –	19 16 – 1/2	38 12 3 1/2	2 14 4 1/2	5 5 7 1/2
5 April 1805	3 4 11	8 3 2 2/5	16 6 4 4/5	20 3 11 11/20	39 7 8 17/20	2 15 5 11/20	5 7 8 17/20
10 May 1806	3 4 11	8 13 10 2/5	17 7 8 4/5	21 10 4 33/60	41 19 2 41/60	2 19 1 1/20	5 14 9 7/20
21 July 1806	3 4 11	8 13 10 2/5	17 7 8 4/5	21 10 4 33/60	41 19 2 41/60	2 19 1 1/20	5 14 9 7/20
5 July 1809	3 5 –	8 15 –	17 10 –	21 13 4	42 4 8	2 19 8	5 15 8
1 July 1811	6 10 –	17 10 –	35 – –	43 6 8	84 9 4	5 19 4	11 11 4
15 April 1813	8 2 6	20 15 7 1/2	41 11 3	51 9 2	100 6 1	7 1 8 1/2	13 14 8 1/2
5 July 1819	8 2 6	20 15 8	41 11 4	51 9 2	100 6 –	7 1 9	13 14 9
25 March 1821	8 2 6	20 15 8	41 11 4	51 9 2	100 6 –	7 1 9	13 14 9

		Deals, 6 and not above 16 feet long, above 7 inches wide, and not exceeding 3 ¼ inches thick.	Deals, 16 and not above 21 feet long, above 7 inches wide, and not exceeding 3 ¼ inches thick.	Deals, 6 and not above 21 feet long, above 7 inches wide, and exceeding 3 ¼ inches thick.	Deals, exceeding 21 feet long, above 7 inches wide, and not exceeding 4 inches thick.	Deals, exceeding 21 feet long, above 7 inches wide, and exceeding 4 inches thick.	Deal Ends, under 6 feet long, above 7 inches wide, and not exceeding 3 ¼ inches thick.	Deal Ends, under 6 feet long, above 7 inches wide, and exceeding 3 ¼ inches thick.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
28 May 1821	8 2 6	19 – –	22 – –	38 – –	44 – –	88 – –	5 – –	10 – –
5 July 1821	8 2 6	19 – –	22 – –	38 – –	44 – –	88 – –	6 – –	12 – –

		Deals, above 21 and not above 45 feet long, above 7 inches wide, and not above 3 ¼ inches thick.	Deals, above 45 feet long, or above 3 ¼ inches thick.		
		£. s. d.	£. s. d.		
July 1825	8 2 6	19 – –	22 – –	44 – –	6 – – and further 2 *l.* 10 *s.* per load.	6 – –	12 – –

DATES of the Alterations of Duty.	DEALS AND DEAL ENDS, per 120.
	OF THE BRITISH POSSESSIONS IN AMERICA.
	DEALS AND DEAL ENDS, OF ALL SORTS.
Rates in 1788	Duty free.
From 5 April 1795	ditto.
31 Dec. 1796	ditto.
18 July 1797	ditto.
5 July 1798	3 *l.* per centum ad valorem.
1 May 1801	ditto.
12 May 1802	3 *l.* 12 *s.* per centum ad valorem.
5 July 1803	5 *s.* 7 ½ *d.* per 120.
1 June 1804	6 *s.* 3 *d.* ditto.
5 April 1805	6 *s.* 4 ½ *d.* ditto.
10 May 1806	6 *s.* 9 ½ *d.* ditto.
21 July 1806	6 *s.* 9 ½ *d.* per 120, but free if fit for naval purposes.
5 July 1809	7 *s.* ditto
1 July 1811	7 *s.* ditto
15 April 1813	8 *s.* 3 ¾ *d.* ditto
5 July 1819	8 *s.* 4 *d.* ditto
25 March 1821	8 *s.* 4 *d.* per 120, whether for naval purposes or otherwise.

DATES of the Alterations of Duty.	Deals, 6 and not above 16 feet long above 7 inches wide, and not exceeding 3 ¼ inches thick.	Deals, 16 and not above 21 feet long, above 7 inches wide, and not exceeding 3 ¼ inches thick.	Deals, 6 and not above 21 feet long, above 7 inches wide, and exceeding 3 ¼ inches thick.	Deals, exceeding 21 feet long, above 7 inches wide, and not exceeding 4 inches thick.	Deals, exceeding 21 feet long, above 7 inches wide, and exceeding 4 inches thick.	Deal Ends, under 6 feet long, above 7 inches wide, and not exceeding 3 ¼ inches thick.	Deal Ends, under 6 feet long, above 7 inches wide, and exceeding 3 ¼ inches thick.
	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*	£. *s.* *d.*
28 May 1821	2 – –	2 10 –	4 – –	5 – –	10 – –	– 15 –	1 10 –
5 July 1821	2 – –	2 10 –	4 – –	5 – –	10 – –	– 15 –	1 10 –
5 July 1825	2 – –	2 10 –	4 – –	5 – –	10 – –	– 15 –	1 10 –

Note.—The rates of duty exhibited in this Statement are those to which the articles were subjected on importation in British vessels. The rates charged on quantities brought in foreign ships exceeded the former by about 2 ½ per cent. in the year 1788, which difference was from time to time increased by subsequent additions to the duties on timber, and finally amounted to five per cent. at the last arrangement of those duties in 1821, and so continued until the cessation of the discriminating duty in 1824, in consequence of the Treaties of Reciprocity.

Inspector-General's Office,
Custom-house, London,
16 July 1835.

William Irving,
Inspector-General of Imports and Exports.

Appendix, No. 8.

A STATEMENT showing the Average Dimensions of the DEALS Imported into *Great Britain* in the Year 1834, from the several Countries of Northern Europe, and from the British Colonies in *North America*; their computed Contents in Loads of 50 Cubic Feet, and the Rate of Duty actually paid per Load on the Importations from each Country under the operation of the existing Scale of Duties.

DEALS FROM EUROPE.

	Average Dimensions. Length.	Thickness.	Width.	Russia.	Prussia.	Sweden.	Norway.	TOTAL from the preceding Countries.
1st Class, paying Customs duty, £.19. per great hundred:	*feet.*	*inches.*	*inches.*	*gt. hunds.*	*gt. hunds.*	*gt. hunds.*	*gt. hunds.*	*gt. hunds.*
From Russia and Prussia	15	3	11	1,897	1,314	1,548	4,138	8,897
Sweden	15	3	10					
Norway	15	3	9					
2d Class, paying Customs duty, £.22. per great hundred:								
From Russia and Prussia	19	3	11	13,635	2,043	1,891	549	18,118
Sweden	19	3	10					
Norway	19	3	9					
3d Class, paying Customs duty, £.44. per great hundred:								
From Russia and Prussia	40	3	11	6	415	- -	- -	421
Sweden	40	3	10					
Norway	40	3	9					
Total of the Importations in great Hundreds				15,538	3,772	3,439	4,687	27,436
Ditto - - ditto - converted into Loads				158,268	41,320	29,574	32,625	261,787
Average Cubical Contents of the great hundred of deals - *loads, ft.*				10 9	10 48	8 30	6 48	9 27
Average rate of Duty, per Load, actually paid under the operation of the present scale of duties - - - - - £.				2 2 6	2 2 8	2 3 -	2 15 7	2 4 9

DEALS FROM BRITISH AMERICA.

	Average Dimensions. Length.	Thickness.	Width.	
	feet.	*inches.*	*inches.*	*great hunds.*
1st Class, paying Customs duty, £.2. per great hundred - -	12	2¾	9½	18,695
2d Class - - — - - £.2. 10. - — - - -	19	3	11	837
3d Class - - — - - £.5. - - — - - -	40	4	10	30
Total of the Importations in great Hundreds - - - - - - - - -				19,562
Ditto - ditto - converted into Loads - - - - - - - - - -				107,228
Average Cubical Contents of the great hundred of deals - - - - - *loads, ft.*				5 14
Average rate of Duty, per Load, actually paid under the operation of the present scale of duties £.				- 7 4¾

Inspector-General's Office, Custom-House, London, 30 June 1835.

William Irving.

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Appendix, No. 9.

PAPERS delivered in by Mr. *Carter*, July 24, 1835.

CARGO per British Ship *Centurion*, a' Quebec, 468 Tons, 21 Men.

	Lds.	ft.
Pine timber	432	39
Oak ditto	53	32
Masts	68	6
Oar rafters	7	39
Deals, 4 c. 2 qrs. 12 p. Petersburg standard	15	9
Staves, 19 c. 2 qrs. 26 p. standard Pipe	29	29
Pine timber	81	13
Staves, 21 c. 0 qrs. 18 p. standard Pipe	31	36
	720	3

The above Account contains every article of whatever description brought by the *Centurion*.

CARGO per British Ship *Falloden*, a' Danzig, 264 Tons, 12 Men.

	Lds.	ft.
Fir timber	332	4
Lathwood, $5\frac{9}{12}$ fathoms of 4 feet Ditto, $3\frac{7}{12}$ ditto 6 feet	30	18
	362	22

The *Falloden* brought, in addition to the above Wood cargo, 11 Kegs of Spruce Beer.

CARGO per Prussian Ship *Nordstern*, a' Danzig, 519 Tons, 19 Men.

	Lds.	ft.
Fir timber	189	2
Deck deals	382	2
Short deals, 18 c. 2 qrs. 26 p. Petersburg standard Deal ends, 2 c.	68	18
Lathwood, $9\frac{1}{2}$ fathoms of 6 feet Ditto, $9\frac{1}{2}$ ditto 4 feet	67	16
Firewood, 3 ditto 6 feet	12	48
	719	36

The *Nordstern* brought, in addition to the above Wood cargo, 155 tons, 1 c. 3 qrs. of Spelter, 72 qrs. 1 bushel of Linseed, and 1 bale of empty Bags.

Deck deals pay from 5 to 10 per cent. higher freight than timber, on account of the difference of stowage, adding about 28 loads to the above.

CARGO per Prussian Ship *Diligence*, a' Danzig, 262 Tons, 11 Men.

	Lds.	ft.
Deck deals	261	9
Short deals, 17 c. 2 qrs. 6 p. Petersburg standard Deal ends, 2 c.	64	22
Lathwood, $3\frac{1}{2}$ fathoms of 4 feet Ditto, $1\frac{8}{12}$ ditto 6 feet	17	14
Firewood, $1\frac{1}{2}$ ditto 6 feet	6	24
	349	19

The *Diligence* brought, in addition to the above Wood cargo, 200 Kegs of Spruce Beer.

Deck deals pay from 5 to 10 per cent. higher freight than timber, on account of the difference of stowage, adding to the above about 20 loads.

The above information is extracted from our Books.

7 August 1835. *Carter & Bonus.*

Appendix, No. 10.

TABLES and ESTIMATES showing the Extent of the Protective Effect of the DUTIES on FIR TIMBER, and on DEALS and BATTENS, in favour of the Imports from our NORTH AMERICAN COLONIES (deduced from the following Analytical Accounts of the Total Imports of Wood in the Year 1833); and also showing the probable Effects of certain Alterations of those Duties; submitted by Mr. *J. D. Hume*.

(A.)

AN ANALYTICAL ACCOUNT of the IMPORTS of WOOD into the United Kingdom in the Year 1833.

—		Quantities converted into Loads.	Average Rates of Duty by the Load.	Produce of Duties, computed on the Numbers of Loads.
		Loads.	*s. d.*	£.
1.	Grand Total of all Sorts, from all Parts -	1,163,518	22 1¼	1,285,379
2.	Main Division as to Sorts; viz.			
	Fir, in all forms - - - -	1,000,616	23 4½	1,170,332
	Oak - - - - - -	115,173	16 11½	97,600
	Teak - - - - - -	13,819	10 –	6,909
	Unenumerated timber - - -	33,110	5 9¼	9,538
	Sundries - - - - - -	800	25 –	1,000
		1,163,518	22 1¼	1,285,379
3.	Main Division as to Sources; viz.			
	Europe - - - - - -	444,132	44 5	986,514
	North American Colonies - - -	693,491	7 8	265,554
	Other parts - - - - -	25,095	25 9	32,311
	Sundries - - - - - -	800	25 –	1,000
		1,163,518	22 1¼	1,285,379
4.	Subdivision as to Sorts; viz.			
	Fir; viz.			
	In logs - - - - - -	481,523	20 1	483,651
	In masts, &c. - - - -	8,111	25 5	10,304
	In battens - - - - -	62,363	37 5	116,681
	In deals - - - - -	396,202	26 5	523,581
	In lathwood - - - - -	37,762	13 9¾	26,071
	In sundries - - - - -	14,655	13 8½	10,044
	Oak; viz.			
	In logs - - - - - -	27,235	24 9	33,712
	In plank - - - - -	2,549	79 9	10,163
	In knees - - - - -	793	26 –	1,031
	In staves - - - - -	81,848	11 –	45,137
	In wainscot logs - - - -	2,748	55 –	7,557
	Teak - - - - - -	13,819	10 –	6,909
	Unenumerated timber - - -	33,110	5 9	9,538
	Sundries - - - - - -	800	25 –	1,000
		1,163,518	22 1¼	1,285,379
5.	Subdivision as to Sources; viz.			
	Europe; viz.			
	Fir; viz.			
	Timber - - - - -	107,320	55 –	295,130
	Masts, &c. - - - - -	2,625	45 8¾	6,003
	Battens - - - - -	54,767	42 –¼	115,067
	Deals - - - - - -	227,976	42 5½	484,002
	Lathwood - - - - -	16,640	25 10	21,493
	Sundries - - - - -	10,712	17 –½	9,123
	Oak; viz.			
	Timber - - - - -	2,840	55 –	7,810
	Plank - - - - -	2,503	80 –	10,012
	Knees - - - - -	250	26 –	325
	Staves - - - - -	15,751	38 1	29,992
	Wainscot - - - - -	2,748	55 –	7,557

—	——	Quantities converted into Loads.	Average Rates of Duty by the Load.	Produce of Duties, computed on the Numbers of Loads.
5.	Subdivision as to Sources—*continued.*	*Loads.*	*s.* *d.*	£.
	North American Colonies; viz.			
	Fir; viz.			
	Timber - - - - -	373,572	10 –	186,786
	Masts, &c. - - - - -	4,731	9 5	2,230
	Battens - - - - -	7,596	4 3	1,614
	Deals - - - - -	168,046	4 8	39,210
	Lathwood - - - - -	21,042	4 3	4,471
	Sundries - - - -	2,848	2 4½	337
	Oak; viz.			
	Timber - - - - -	18,304	10 –	9,152
	Plank - - - - - -	10	15 –	7
	Staves - - - - -	65,330	4 2½	13,746
	Unenumerated timber - - -	32,012	5 –	8,001
	Other Parts; viz.			
	Fir; viz.			
	Timber - - - - -	631	55 –	1,735
	Masts, &c. - - - - -	755	44 10¼	2,071
	Deals - - - - - -	180	41 –	369
	Lathwood - - - - -	80	26 10	107
	Sundries - - - - -	1,095	10 8	584
	Oak; viz.			
	Timber - - - - -	6,091	55 –	16,750
	Plank - - - - - -	36	80 –	144
	Staves - - - - -	767	36 6	1,399
	Knees - - - - -	543	26 –	706
	Teak - - - - - -	13,819	10 –	6,909
	Unenumerated timber - - -	1,098	28 –	1,537
	Various Parts; viz.			
	Sundries - - - - -	800	25 –	1,000
		1,163,518	22 1¼	1,285,379

(B.)

ANALYSIS of the IMPORTS of BATTENS and DEALS in 1833.

——	Great Hundreds.	Cube of Great Hundreds.	——	Duty by the Load.	Produce of Duty by the Load.	Produce of Duty	
						According to the Rates.	At 55*s.* the Load.
From Europe; viz.							
Battens into Great Britain; viz.		*Lds.* *ft.*	*Loads.*	*s.* *d.*	£.	£.	£.
Not above 16 feet long - -	2,152	4 18	9,383	46 1	21,620	21,520	25,803
Not above 21 feet long - -	7,708	5 27	42,697	41 6	88,596	88,642	117,417
Above 21 feet long - - -	1	11 32	12	34 6	20	20	33
Ends, six feet long - - -	813	1 37	1,417	34 6	2,444	2,439	3,897
Battens into Great Britain -	10,674	5 –	53,509	42 1½	112,680	112,621	147,150
Battens into Ireland; viz.							
Not above 12 feet long - -	70	3 42	269	43 3	582	581	740
Not above 16 feet long - -	39	5 13	205	39 6	405	405	564
Not above 20 feet long - -	51	6 32	339	39 7	671	683	932
Ends eight feet long - - -	159	2 40	445	33 8	749	750	1,224
Battens into Ireland - - -	319	3 47	1,258	38 3¼	2,407	2,419	3,460
Ditto - - United Kingdom	10,993	4 49	54,767	42 –¼	115,087	115,040	150,610

	Great Hundreds.	Cube of Great Hundreds.		Duty by the Load.	Produce of Duty by the Load.	Produce of Duty	
						According to the Rates.	At 55s. the Load.
From Europe—*continued.*							
Deals into Great Britain; viz.		*Lds. ft.*	*Loads.*	*s. d.*	£.	£.	£.
Not above 16 feet long - -	6,822	7 29	51,710	50 –	129,275	129,618	142,202
Not above 21 feet long - -	13,734	11 –	151,074	40 –	302,148	302,148	415,453
Above 21 feet long - -	251	22 –	5,522	40 –	11,044	11,044	15,185
Ends, six feet long - - -	3,350	3 –	10,050	40 –	20,100	20,100	27,637
Deals into Great Britain - -	24,157	9 2	218,356	42 4½	462,567	462,910	600,477
Deals into Ireland; viz.							
Not above 12 feet long - -	493	4 47	2,435	50 –	6,087	6,150	6,696
Not above 16 feet long - -	207	6 37	1,395	50 –	3,487	3,209	3,836
Not above 20 feet long - -	66	8 27	563	50 –	1,407	1,300	1,548
Ends, eight feet long - -	1,452	3 30	5,227	40 –	10,454	10,285	14,374
Deals into Ireland - - - -	2,218	4 17	9,620	44 6¾	21,435	20,944	26,454
Ditto - United Kingdom -	26,375	8 32	227,976	42 5½	484,002	483,854	626,931
TOTAL (EUROPE) - -	37,368	7 28	282,743	42 4½	599,089	598,894	777,541
From the North American Colonies; viz.							Produce of Duty, at 10s. the Load.
Battens into Great Britain; viz.							
Not above 16 feet long - -	746	3 25	2,611	5 9	750	746	1,305
Not above 21 feet long - -	95	5 27	526	4 2	109	109	263
Above 21 feet long - - -	347	11 4	3,844	3 7	688	694	1,922
Ends, six feet long - - -	52	1 37	90	4 4	20	20	45
Battens into Great Britain -	1,240	5 35	7,071	4 5	1,567	1,569	3,535
Battens into Ireland; viz.							
All sorts and Ends - - -	150	3 25	525	2 4	61	62	262
Battens, United Kingdom -	1,390	5 23	7,596	4 3	1,628	1,631	3,797
Deals into Great Britain; viz.							
Not above 16 feet long - -	14,857	5 20	80,228	7 6	30,085	29,714	40,114
Not above 21 feet long - -	1,014	9 –	9,126	5 7	2,547	2,535	4,563
Above 21 feet long - - -	38	18 –	684	5 6	188	190	342
Ends, eight feet long - -	1,096	2 35	2,959	5 6	813	822	1,479
Deals into Great Britain - -	17,005	5 23	92,997	7 3	33,633	33,261	46,498
Deals into Ireland; viz.							
All sorts and Ends - - -	13,898	5 20	75,049	1 6	5,628	5,732	37,524
Deals, United Kingdom - -	30,903	5 22	168,046	4 8	39,261	38,993	84,022
TOTAL (AMERICAN COLONIES) -	32,293	5 22	175,642	4 8	40,889	40,624	87,819
GRAND TOTAL - -	69,661	6 29	458,385	27 11	639,978	639,518	865,360

Note.—180 loads of deals were also imported from other parts.

A TABLE showing the several Averages of Duties on Fir Wood, as Timber, and as Deals or Battens, imported in 1833.

ARTICLES (stated in Loads).	From North of Europe.			From North American Colonies.		
	Into United Kingdom.	Into Great Britain.	Into Ireland.	Into United Kingdom.	Into Great Britain.	Into Ireland.
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
Timber - - - - - -	55 –	55 –	55 –	10 –	10 –	10 –
Deals or battens - - - - -	42 5	42 4	44 –	4 8	7 3	1 6
Aggregate Average of Timber and of Deals and Battens -	45 10	45 8	49 1	8 4	9 3	5 4

A TABLE showing the Sums per Load by which the European Rates of Duty exceeded the Colonial Rates, according to the respective Averages set forth in the Table above upon the Imports of 1833.

ARTICLES (stated in Loads).	From North of Europe.		
	Into United Kingdom.	Into Great Britain.	Into Ireland.
	s. *d.*	*s.* *d.*	*s.* *d.*
Timber - - - - - - - -	45 –	45 –	45 –
Deals or battens - - - - - - -	37 9	35 1	42 6
Aggregate Average of Timber, and of Deals and Battens - - -	37 6	36 5	43 9

No. 1.—A TABLE of the actual Imports of Fir Timber in Loads, and of Deals and Battens converted into Loads, and of the produce of the Duties thereon, according to the Rates of Duty on Fir Timber charged by the Load, and to the average Charges of Duty on the contents of Deals or Battens computed by the Load, in the Year 1833; viz. from Europe, Timber 55 *s.*, Deals, &c. 42 *s.* 5 *d.* the Load; from the Colonies, Timber 10 *s.*, Deals, &c. 4 *s.* 8 *d.* the Load.

ARTICLES.	From Europe.			From North American Colonies.			TOTALS.	
	Rates of Duty by the Load.	Quantities in 1,000 Loads.	Produce of Duties.	Rates of Duty by the Load.	Quantities in 1,000 Loads.	Produce of Duties.	Quantities in 1,000 Loads.	Produce of Duties.
	s. *d.*	*m.*	£.	*s.* *d.*	*m.*	£.	*m.*	£.
Fir Timber -	55 –	107	294,000	10 –	373	186,000	480	480,000
Deals, &c. - -	42 5	283	600,000	4 8	175	41,000	458	641,000
	45 10	390	894,000	8 4	548	227,000	938	1,121,000

No. 2.—A TABLE of the Probable Imports of Fir Timber, and of Deals or Battens, stated in Loads (deduced from the contents of the Actual Imports of 1833), under the supposition that both be charged with one and the same Rate of Duty, and according to the cubical contents of the pieces, such Rates of Duty to be equal to the aggregate average struck from the actual payments on the Imports of both in 1833; viz. Timber and Deals, &c. from Europe, 45*s.* 10*d.* the Load; from the Colonies, 8*s.* 4*d.* the Load.

ARTICLES.	From Europe.			From North American Colonies.			TOTALS.	
	Rates of Duty by the Load.	Quantities in 1,000 Loads.	Produce of Duties.	Rates of Duty by the Load.	Quantities in 1,000 Loads.	Produce of Duties.	Quantities in 1,000 Loads.	Produce of Duties.
	s. *d.*	*m.*	£.	*s.* *d.*	*m.*	£.	*m.*	£.
Fir Timber -	45 10	157	359,000	8 4	358	150,000	515	509,000
Deals, &c. - -	45 10	253	580,000	8 4	170	71,000	423	651,000
	45 10	410	939,000	8 4	528	221,000	938	1,160,000

Note.—The only change in this estimate is the blending of the two rates in one average, whereby, as the chief consequence, the charge on European timber is reduced from 55*s.* to 45*s.* 10*d.*, and that on European deals, &c. is raised from 42*s.* 5*d.* to 45*s.* 10*d.* The effect expected is, an increase of 50,000 loads of European timber, at the expense of 30,000 loads of European deals, 15,000 loads of Colonial timber, and 5,000 loads of Colonial deals. 20,000 loads are thus transferred from the Colonies to Europe; and although the total is the same, the revenue obtains an increase of about 40,000*l.*

No. 3.—A TABLE of the Probable Imports of Fir Timber, and of Deals or Battens, stated in Loads (deduced from the contents of the Actual Imports of 1833), under the supposition that both be charged by the Load, according to the cubical contents of the pieces, and at the following Rates; viz. from Europe, Timber and Deals, 40*s.* the Load; from the Colonies, 10*s.* the Load.

ARTICLES.	From Europe.			From North American Colonies.			TOTALS.	
	Rates of Duty by the Load.	Quantities in 1,000 Loads.	Produce of Duties.	Rates of Duty by the Load.	Quantities in 1,000 Loads.	Produce of Duties.	Quantities in 1,000 Loads.	Produce of Duties.
	s. *d.*	*m.*	£.	*s.* *d.*	*m.*	£.	*m.*	£.
Fir Timber -	40 –	177	354,000	10 –	348	174,000	525	528,000
Deals, &c. - -	40 –	268	536,000	10 –	165	82,000	433	618,000
	40 –	445	890,000	10 –	513	256,000	958	1,146,000

Note.—In this estimate the aggregate average duty on the European wood is reduced by 5*s.* 10*d.* the load, that is to say, the duty on timber reduced by 15*s.*, and the average duty on deals, &c. reduced by 2*s.* 5*d.*, while the aggregate average duty on Colonial wood is raised by 1*s.* 8*d.*; the effect, as compared with the actual state in the Table, No. 1, is to increase the European timber by 70,000 loads, of which 15,000 is taken from European deals, 25,000 from Colonial timber, 10,000 from Colonial deals, and 20,000 is increase of consumption. The total being 958,000 loads, instead of 938,000; and there is also an increase of revenue of 25,000*l.*

No. 4.—A TABLE of the Probable Imports of Fir Timber, and of Deals or Battens, stated in Loads (deduced from the contents of the Actual Imports of 1833), under the supposition that both be charged by the Load, according to the cubical contents of the pieces, and at the following Rates; viz. from Europe, Timber and Deals, 35*s.* the Load; from the Colonies, 10*s.* the Load.

ARTICLES.	From Europe.			From North American Colonies.			TOTALS.	
	Rates of Duty by the Load.	Quantities in 1,000 Loads.	Produce of Duties.	Rates of Duty by the Load.	Quantities in 1,000 Loads.	Produce of Duties.	Quantities in 1,000 Loads.	Produce of Duties.
	s. *d.*	*m.*	£.	*s.* *d.*	*m.*	£.	*m.*	£.
Fir Timber -	35 –	197	345,000	10 –	338	169,000	535	514,000
Deals, &c. - -	35 –	283	495,000	10 –	155	77,000	438	572,000
	35 –	480	840,000	10 –	493	246,000	973	1,086,000

Note.—In this estimate the average reduction of the duty on European wood is 10*s.* 10*d.* the load; the particular reduction on timber being 20*s.*, and on deals, &c. 7*s.* 5*d.* The effect, as compared with No. 1, is to add 90,000 loads to the European timber, which is balanced by deducting 35,000 loads from the Colonial timber, and 20,000 from the Colonial deals, and by increasing the grand total by 35,000. The revenue loses 35,000*l.*

No. 5.—A TABLE of the Probable Imports of Fir Timber, and of Deals or Battens, stated in Loads (deduced from the contents of the Actual Imports of 1833), under the supposition that both be charged by the Load, according to the cubical contents of the pieces, and at the following Rates; viz. from Europe, Timber and Deals, 27 *s.* 6 *d.* the Load; from the Colonies, 10 *s.*

ARTICLES.	From Europe.			From North American Colonies.			TOTALS.	
	Rates of Duty by the Load.	Quantities in 1,000 Loads.	Produce of Duties.	Rates of Duty by the Load.	Quantities in 1,000 Loads.	Produce of Duties.	Quantities in 1,000 Loads.	Produce of Duties.
	s. *d.*	*m.*	£.	*s.* *d.*	*m.*	£.	*m.*	£.
Fir Timber -	27 6	227	312,000	10 –	318	159,000	545	471,000
Deals, &c. - -	27 6	303	417,000	10 –	145	73,000	448	490,000
	27 6	530	729,000	10 –	463	232,000	993	961,000

Note.—This estimate shows that if a considerable approximation of the European and Colonial duties be made, and that only by reduction of the former, the revenue must be expected to lose, unless materially aided by increased consumption.

Still much reliance may be placed in such increase, with reference to all the estimates, as the effect of an improved mode of collecting the duty, proposed and explained in another place.

ESTIMATE, including a COMMUTATION of the DUTIES on WINDOW GLASS.

No. 6.—A TABLE of the Probable Imports of Fir Timber, and of Deals or Battens, stated in Loads (deduced from the contents of the Actual Imports of 1833), under the supposition that both be charged by the Load, according to the cubical contents of the pieces, and at the following Rates; viz. from Europe, Timber and Deals, 42 *s.* 6 *d.* the Load; from the Colonies, 17 *s.* 6 *d.* the Load; and that the Duty on Window Glass be repealed.

ARTICLES.	From Europe.			From North American Colonies.			TOTALS.	
	Rates of Duty by the Load.	Quantities in 1,000 Loads.	Produce of Duties.	Rates of Duty by the Load.	Quantities in 1,000 Loads.	Produce of Duties.	Quantities in 1,000 Loads.	Produce of Duties.
	s. *d.*	*m.*	£.	*s.* *d.*	*m.*	£.	*m.*	£.
Fir Timber -	42 6	200	425,000	17 6	350	299,000	550	724,000
Deals, &c. - -	42 6	300	637,000	17 6	150	131,000	450	768,000
	42 6	500	1,062,000	17 6	500	430,000	1,000	1,492,000
Reduced, in effect, by the repeal of the Glass Duty to	34 6	- -	- -	9 6	—	—	—	—

Note.—The estimate proceeds upon the assumption that a repeal of the duty on window glass would operate as a reduction of the duty on building wood, such as fir timber and deals. The produce of the duty on window glass, viz. 400,000 *l.*, is equivalent to 8 *s.* the load on 1,000,000 loads of wood; and the relief to the wood may be equal to 5 *s.* the load. The estimate therefore would, in any case, treat the two duties it proposes, viz. 42 *s.* 6 *d.* on European wood, and 17 *s.* 6 *d.* on Colonial, as in effect 37 *s.* 6 *d.* and 12 *s.* 6 *d.*, supposing the price of glass to be lessened only by the amount of the duty. But the opinion is, that the cost of production of glass will be reduced in a much greater degree, and the estimate might venture to take credit for the whole 8 *s.* But even then it probably much underrates the consumption, for hot-houses and conservatories are constructed almost wholly of timber and glass; and were it not for the duty on glass, which is charged on the weight, more substance and greater intrinsic value might be given to the glass at an insignificant increase of cost, and thereby many persons would be induced to a profuse employment of glass in such structures. There is a prevailing opinion to this effect; and if it be realised, there must be a proportionate increase of the consumption of wood, and a consequent increase of revenue. These are reasons why great reliance might be placed on the commutation proposed.

GENERAL OBSERVATION applicable to all the foregoing ESTIMATES.

In these estimates no credit is taken for the effect which may be anticipated from collecting the duty on the sawed wood upon the cubical contents of the pieces. The tendency of a transference of a portion of the trade from the Colonies to the north of Europe is to raise the price in the latter market, and thereby check the consumption. This would perhaps be the effect to much extent, if the present mode of levying the duty by tale were continued. There is, however, much difference of opinion as to the means on the Continent of satisfying an increased demand. But the cubical principle will operate a great change in this respect, by the prevention of waste.

A moment's reflection will suggest the impropriety of prescribing the forms of the pieces of wood which shall be imported. If the deal or batten were like the bar of iron or the pig of lead, reconstructible into any other form according to its contents, the system would be harmless, but the piece of wood can undergo no change of form except by the single process of diminution; the foot which is wanting in length cannot be compensated by the inch of thickness, which is not wanted. But that foot had been cut off abroad in order to conform to our table of duties, and that inch had been for the same reason robbed from another part of the tree which had been thereby rendered useless.

Nothing can be more clear than that the form and content of the tree should be the only guide in the conversion of it. It is only by such a rule that waste can be prevented; and the value of the rule will be in proportion to the deficiency of the supply.

The mode must be to measure the sawed wood in masses in the lighter, as it is delivered from the ship; and there can be no difficulty in doing so. The rate of duty on the cubical foot of wood should be the same whatever the form may be.

If this rule be adopted, an addition of an eighth to a sixth may be made to the European deals and battens in the foregoing estimates; the advantage rising as the demand is increased by the reduction of duty.

A Synoptical View of the several Additions to and Deductions from the respective quantities of Fir Timber and of Deals or Battens (imported in the Year 1833) made in the foregoing Estimates, according to the assumed effects of each particular Increase or Decrease of the existing Rates of Duties proposed in each Estimate.

ADDITIONS and DEDUCTIONS.	From North of Europe.			From North American Colonies.			TOTALS	Amount
	Rates of Duty by the Load.	Timber in 1,000 Loads.	Deals in 1,000 Loads.	Rates of Duty by the Load.	Timber in 1,000 Loads.	Deals in 1,000 Loads.	in 1,000 Loads.	of Revenue.
	s. d.	*m.*	*m.*	*s. d.*	*m.*	*m.*	*m.*	£.
1. Exemplar - -	as in 1833	107	283	as in 1833	373	175	938	1,121,000
Add - -	- -	50	- -	- -	- -	- -	- -	39,000
Deduct - -	- -	- -	30	- -	15	5	—	—
2. Average Duties of 1833	45 10	157	253	8 4	358	170	938	1,160,000
1. Exemplar - -	(1833)	107	283	(1833)	373	175	938	1,121,000
Add - -	- -	70	- -	- -	- -	- -	20	25,000
Deduct - -	- -	- -	15	- -	25	10	—	—
3. Estimate - - -	40 —	177	268	10 —	348	165	958	1,146,000
1. Exemplar - -	(1833)	107	283	(1833)	373	175	938	1,121,000
Add - -	- -	90	- -	- -	- -	- -	35	—
Deduct - -	- -	- -	- -	- -	35	20	- -	35,000
4. Estimate - - -	35 —	197	283	10 —	338	155	973	1,086,000
1. Exemplar - -	(1833)	107	283	(1833)	373	175	938	1,121,000
Add - -	- -	120	20	- -	- -	- -	55	—
Deduct - -	- -	- -	- -	- -	55	30	- -	160,000
5. Estimate - - -	27 6	227	303	10 —	318	145	993	961,000
1. Exemplar - -	(1833)	107	283	(1833)	373	175	938	1,121,000
Add - -	- -	93	17	- -	- -	- -	62	371,000
Deduct - -	- -	- -	- -	- -	23	25	—	—
6. Estimate - - -	42 6	200	300	17 6	350	150	1,000	1,492,000
Deduct for the Duty on Glass - - -	8 —	- -	- -	8 —				
Duty in Effect -	34 6	- -	- -	9 6				

Appendix, No. 11.

TABLE of Prices of Fir Timber, Deals, and Wainscot, from 1757 to 1833, appended to the Evidence of *Henry Warburton*, Esq., a Member of the Committee.

NORWAY DEALS.

CHRISTIANA.

Years.	YELLOW DEALS. 12 ft. × 9 in. × 2½ in. Best.	YELLOW DEALS. 12 ft. × 9 in. × 2½ in. Seconds.	YELLOW DEALS. 12 ft. × 9 in. × 1½ in. Best.	YELLOW BATTENS. 12 ft. × 7 in. × 2½ in. Best.	YELLOW BATTENS. 12 ft. × 7 in. × 1½ in. Best.	WHITE DEALS. 12 ft. × 9 in. × 3 in. Best.	WHITE DEALS. 12 ft. × 9 in. × 3 in. Seconds.
	£. s. | £. s.	£. s. | £. s.	£. s. | £. s.	£. s. | £. s.	£. s. | £. s.	£. s. | £. s.	£. s. | £. s.
1757	14 10 to 15 –	10 –	8 10 to 9 10	7 5 to 7 10	4 5	13 10	9 –
1758	14 10 to 15 –	10 –	8 10 to 9 –	7 10	3 15 to 4 5	12 10 to 13 10	9 –
1759	14 –	9 –	8 10	6 –	3 10	12 10 to 13 –	9 – to 9 10
1760	14 –	9 –	8 –	6 –	3 10	12 10	9 –
1761	14 – to 15 –	9 – to 9 10	8 10 to 9 –	6 10 to 7 –	3 10 to 3 15	13 – to 13 10	9 – to 10 –
1762	15 –	10 – to 11 –	8 – to 8 15	7 10	4 –	13 10	10 10
1763	15 –	10 – to 11 –	9 –	7 10	4 –	13 10	
1764	16 – to 16 10	11 –	9 – to 9 15	8 10	4 10 to 5 10	14 10 to 15 –	10 – to 12 –
1765	17 –	12 –	9 10 to 10 10	8 10 to 9 –	4 10 to 5 –	14 10	10 –
1766	16 – to 17 –	12 –	9 – to 10 10	8 – to 8 10	4 – to 5 –	14 10 to 15 –	10 – to 12 –
1767	14 – to 15 –	10 –	9 – to 9 10	7 10	4 10	14 5 to 14 10	10 – to 10 10
1768	15 – to 16 –	10 –	9 – to 9 10	7 10	– – –	14 10 to 15 –	10 10 to 11 –
1769	16 –	10 –	9 10	8 – to 8 10	4 10	14 10	10 – to 10 10
1770	16 – to 17 –	10 – to 11 –	10 –	7 –	– – –	13 – to 14 10	10 – to 11 –
1771	15 – to 17 –	10 – to 11 10	9 15 to 10 10	7 –	5 5	14 10 to 15 –	11 –
1772	15 – to 17 –	10 10	10 10	9 –	4 15 to 5 –	14 10 to 15 –	10 – to 11 –
1773	16 – to 17 –	11 10	9 15 to 10 10	7 10 to 9 –	5 –	14 10 to 15 –	9 – to 10 10
1774	16 10	10 10	10 –	– – –	– – –	14 – to 14 10	10 – to 10 10
1775	16 – to 16 10	10 10 to 12 –	9 15	8 – to 8 10	5 –	14 – to 14 10	10 10 to 12 –
1776	17 –	12 15 to 13 –	10 –	9 10	5 – to 5 5	15 5 to 16 –	12 5 to 12 10
1777	17 – to 17 10	13 10	8 10 to 10 –	10 –	5 –	16 10	13 10
1778	15 – to 16 –	11 – to 13 –	8 10 to 9 –	8 15 to 9 10	4 15 to 5 –	14 – to 16 –	12 10 to 13 10
1779	15 10 to 17 10	12 10 to 14 –	9 10	8 15 to 10 10	5 5	14 10 to 16 10	12 – to 14 –
1780	16 10 to 17 10	13 – to 13 10	10 –	9 – to 10 10	5 5 to 5 10	14 10 to 15 10	13 – to 13 10
1781	17 10 to 18 10	13 – to 14 –	10 – to 10 10	10 – to 10 10	5 5 to 5 10	15 10 to 16 –	13 – to 13 10
1782	19 – to 20 –	14 – to 15 10	11 – to 12 –	11 10 to 12 10	5 10 to 6 –	16 – to 17 –	13 10 to 15 –
1783	17 10 to 16 10	13 10 to 11 –	10 – to 9 10	10 10 to 10 –	5 5 to 5 –	15 10 to 14 10	13 10 to 11 –
1784	16 10 to 17 –	10 10 to 11 –	9 10 to 10 10	8 15 to 9 10	5 – to 5 5	14 – to 15 10	10 10 to 12 –
1785	16 5 to 17 10	11 – to 12 10	9 10 to 10 –	9 10 to 10 –	5 – to 5 10	14 15 to 16 –	11 5 to 13 –
1786	17 – to 18 10	12 – to 14 –	9 – to 10 10	10 – to 10 10	5 5 to 5 10	16 – to 17 10	13 – to 14 10
1787	17 10 to 18 10	14 – to 14 10	10 – to 10 10	11 – to 11 15	6 – to 6 10	15 10 to 17 10	14 – to 14 10
1788	18 – to 18 10	13 – to 14 10	10 – to 10 10	11 – to 11 15	6 – to 7 –	17 – to 17 10	13 10 to 14 10
1789	18 – to 18 10	11 10 to 13 –	11 –	10 10 to 11 10	6 – to 6 10	16 10 to 17 10	13 – to 14 –
1790	18 – to 19 10	13 10 to 14 10	12 –	11 10 to 12 –	6 – to 6 15	17 – to 18 10	13 – to 15 –
1791	18 10 to 19 10	13 – to 14 10	– – –	11 5 to 12 –	6 – to 6 10	17 10 to 18 10	14 – to 15 –
1792	18 – to 19 10	13 10 to 14 10	– – –	11 5 to 12 10	6 – to 6 10	17 10 to 19 –	14 10 to 15 10
1793	19 – to 21 –	14 – to 16 –	– – –	12 – to 13 –	7 10	18 10 to 19 10	15 – to 16 10
1794	19 10 to 20 10	13 10 to 16 –	– – –	11 10 to 13 –	6 10 to 7 10	18 10 to 19 10	14 – to 16 –
1795	20 10 to 21 10	15 10 to 16 10	– – –	13 – to 14 –	7 –	19 10 to 20 10	16 – to 17 –
1796	22 – to 22 10	17 – to 18 –	– – –	14 10 to 15 –	7 10	20 10 to 21 10	17 – to 18 10
1797	21 10 to 22 –	15 10 to 16 10	– – –	13 15	6 10	20 – to 23 –	17 10 to 18 10
1798	20 10 to 21 10	15 10 to 16 10		12 – to 12 10	– – –	20 10 to 21 10	18 – to 18 10
1799	22 – to 22 10	15 – to 18 –		13 15	8 –	20 – to 23 10	17 10 to 19 10
1800	24 – to 29 –	18 – to 26 –		14 10 to 17 –	– – –	23 10 to 29 –	21 10 to 26 –
1801	35 – to 28 10	31 – to 23 –		18 10 to 18 15	– – –	42 – to 28 –	37 – to 24 –
1802	26 – to 27 –	24 10 to 20 –		16 10	– – –	27 – to 24 10	23 – to 22 –
1803	27 – to 34 –	21 10 to 30 –		23 *l.*, 18 *l.*, 23 *l.*	– – –	26 – to 33 –	23 10 to 30 –
1804	27 – to 31 10	22 – to 24 –		19 – to 22 –	– – –	29 – to 33 –	20 – to 27 –
1805	32 – to 34 –	29 – to 30 –		24 –	– – –	32 – to 34 –	28 – to 30 –
1806	36 –	28 – to 29 –		25 –	– – –	36 –	31 – to 32 –
1807	34 – to 36 –	27 – to 28 –		20 – to 24 –	– – –	36 –	32 –
1808	50 – to 60 –	41 –					
1809	68 – to 52 –	56 – to 42 –		35 –	– – –	76 – to 60 –	66 – to 52 –
1810	51 – to 45 –	38 – to 36 –		28 – to 30 –	– – –	55 – to 50 –	47 – to 40 –
1811	46 – to 48 –	30 – to 34 –		29 –	– – –	52 – to 56 –	14 – to 48 –
1812	52 – to 53 –	32 – to 42 –		36 –	– – –	60 – to 61 –	44 – to 53 –
1813	– – –	49 –		38 –			
1814	– – –	– – –		34 – to 36 –	– – –	63 – to 54 –	53 – to 43 –
1815	– – –	– – –		24 –	– – –	45 –	42 – to 36 –
1816	41 10	33 –					

Years.	12ft. × 9in. × 3in. Best.	12ft. × 9in. × 3in. Seconds.
	£. | £.	£. | £.
1816	36	31
	– –	– –
	53 to 56	45 to 48
	60	51
	– –	– –
	51 to 46	41

Years.	12 ft. × 7 in. × 2½ in. Mixed.	12 ft. × 9 in. × 3 in. Mixed.
	£. s. | £. s.	£. s. | £. s.
1817	– – – –	45 – 37 – to 41 –
1818	22 – to 41 –	39 10 40 – to 41 –
1819	– – – –	42 – 42 – to 40 –
1820	– – – –	37 10 37 – to 33 –
1821	20 –	34 – 30 –
1822	20 –	34 – to 37 – 29 – to 30 –
1823	21 – to 20 –	36 10 to 37 – 30 – to 31 –
1824	20 –	36 – to 38 – 32 10 to 34 –
1825	19 – to 20 –	37 – to 35 – 35 – to 32 10
1826	20 –	– – – 31 10 to 32 10
1827	15 –	32 – 30 – to 32 –
1828	– – – –	29 – to 32 – 27 – to 30 –
1829	– – – –	30 – to 31 – 28 – to 29 –
1830	– – – –	31 10 to 32 – 30 – to 30 10
1831	– – – –	32 – to 32 10 30 – to 30 10
1832	18 –	31 – to 32 – 27 – to 30 –
1833	– – – –	30 – to 32 – 27 10 to 30 –

FREDERICKSTADT.

Years.	YELLOW DEALS. 12 ft. × 9 in. × 2½ in. Best.	YELLOW DEALS. 12 ft. × 9 in. × 2½ in. Second.	YELLOW DEALS. 12ft. × 9in. × 1¼in. Best.	YELLOW BATTENS. 12ft. × 7in. × 2½in. Best.	YELLOW BATTENS. 12ft. × 7in. × 1¼in. Best.	WHITE DEALS. 12 ft. × 9 in. × 3 in. Best.	WHITE DEALS. 12 ft. × 9 in. × 3 in. Second.
1757	- - -	- - -	- - -	- - -	3 5		
1758	- - -	9 -					
1759	- - -	- - -	- - -	- - -	- - -	- - -	9 10
1760	12 -	10 -	7 -				
1761	13 -	9 10	- - -	- - -	3 5	12 - to 12 10	9 -
1762	13 15	10 - to 11 -	- - -	- - -	3 10	13 10	10 10
1763	14 -	10 - to 11 -	8 10 to 8 15	- - -	4 -	13 -	10 -
1764	14 - to 15 -	11 - to 12 -	9 -	7 10	4 -	13 - to 13 10	10 - to 11 -
1765	15 -	12 -	- - -	- - -	4 10	14 -	12 -
1766	15 10	12 -	- - -	- - -	- - -	14 10	11 -
1767	- - -	- - -	8 -				
1768	- - -	- - -	8 10	- - -	- - -	14 - to 14 10	10 10 to 11 -
1769	15 -	10 -	- - -	7 15	- - -	13 10	10 10
1770	- - -	- - -	8 10				
1771	15 - to 15 10	10 - to 10 10	- - -	- - -	- - -	12 10 to 13 5	9 10 to 10 -
1772	15 10	10 10	- - -	- - -	- - -	13 10	10 -
1773	15 10	10 10	9 -	- - -	- - -	13 -	10 -
1774	15 -	10 -	- - -	- - -	- - -	12 10	10 -
1775	15 10	11 -	8 10	8 -	- - -	14 -	
1776	16 10	13 -					
1777	16 10	12 10 to 13 -	- - -	- - -	- - -	15 10 to 16 -	12 10 to 13 10
1778	15 - to 16 10	11 - to 13 -	9 -	9 - to 9 10	4 10 to 5 -	15 - to 16 -	12 10 to 13 10
1779	15 - to 16 -	11 10 to 13 -	9 -	8 10 to 9 -	4 10 to 5 -	13 15 to 15 -	11 15 to 13 -
1780	15 - to 17 -	11 10 to 13 10	9 10	9 - to 10 10	4 15 to 5 10	14 - to 15 -	12 - to 13 10
1781	17 10 to 18 -	13 10 to 14 -	10 -	10 - to 10 10	5 5 to 5 10	15 - to 16 -	13 - to 14 -
1782	18 10 to 21 -	14 - to 16 10	10 - to 10 10	11 - to 12 10	5 10 to 6 10	15 15 to 17 5	13 10 to 15 5
1783	17 10 to 15 15	13 10 to 11 -	9 10 to 9 -	10 10 to 8 10	5 5 to 5 -	15 - to 13 10	13 - to 11 -
1784	15 - to 16 10	10 - to 12 -	9 - to 10 -	8 10 to 10 -	4 10 to 5 5	13 10 to 15 -	10 - to 12 -
1785	16 - to 17 -	11 - to 12 10	8 10 to 10 -	9 10	4 15 to 5 5	14 10 to 15 10	11 - to 13 -
1786	17 - to 17 10	13 - to 14 -	- - -	10 - to 10 10	5 5 to 5 10	16 - to 17 -	13 10 to 14 -
1787	17 - to 17 10	13 10 to 14 10	9 10 to 10 10	10 10 to 11 10	5 5 to 6 10	16 - to 17 -	13 10 to 14 10
1788	16 10 to 17 10	12 - to 14 -	10 -	11 10	6 - to 6 10	15 10 to 17 10	13 - to 14 -
1789	17 5 to 18 10	12 - to 14 -	- - -	11 - to 11 10	6 - to 6 10	16 5 to 17 -	13 - to 14 -
1790	17 - to 18 10	13 - to 14 10	- - -	11 5 to 12 -	6 - to 6 10	16 10 to 17 10	13 10 to 15 -
1791	18 - to 18 10	13 - to 14 10	- - -	11 5 to 12 -	6 - to 6 10	17 - to 17 10	13 10 to 15 -
1792	18 - to 18 10	13 - to 14 10	- - -	11 5 to 12 -	6 - to 6 10	17 - to 18 -	13 10 to 15 -
1793	18 10 to 20 -	14 - to 16 -	- - -	10 10	6 10 to 7 10	18 - to 20 -	14 10 to 17 -
1794	18 10 to 19 10	14 - to 16 -	- - -	11 10 to 12 10	6 - to 7 -	18 - to 19 -	14 10 to 16 -
1795	20 - to 21 -	16 - to 17 -	- - -	13 - to 14 -	7 10	19 10 to 20 10	16 - to 17 10
1796	20 - to 22 -	16 10 to 18 10	- - -	13 10 to 15 -	7 10 to 8 -	19 - to 21 -	17 - to 18 10
1797	—						
1798	- - -	16 -	- - -	- - -	- - -	19 10	17 -
1799	21 10 to 23 -	16 10 to 21 -	- - -	- - -	- - -	23 -	21 -
1800	28 -	24 -	- - -	- - -	- - -	28 -	25 10
1801	27 10 to 29 -						
1802	27 10 to 29 -	23 - to 24 -	- - -	18 -	- - -	27 - to 29 -	21 - to 24 -
1803	30 -	26 -	- - -	22 -	- - -	30 -	26 -
1804	—						
1805	—						
1806	- - -	- - -	12 ft. × 9 in. × 3 in.	25 -			
1807	37 10	28 - to 29 10	Best. Second.	- - -	- - -	37 10	33 10
1808	—						
1809	—						
1810	- - -	- - -	£. s. £. s.	25 -			
1811	47 -	30 -	55 - 47 -	32 -	- - -	55 -	33 -
1812	48 -	38 -	58 - 48 -	- - -	- - -	56 -	46 -
1813	—						
1814	- - -	- - -	63 - 55 -	34 -	- - -	63 -	55 -
1815	- - -	33 -	50 - 40 10	24 -	- - -	50 -	43 -
1816	—						
1817	- - -	- - -	50 - 40 -	25 - to 27 -	- - -	48 -	38 -

Years.	12 ft. × 7 in. × 2½ in. Mixed.	12 ft. × 9 in. × 3 in. Mixed.
	£. s.	£. s. £. s.
1817	- - -	45 -
1818	22 10	40 -
1819		
1820	19 -	35 -
1821	21 -	30 - to 31 -
1822		
1823	20 -	33 -
1824		
1825	20 -	33 10 to 34 -
1826		
1827		
1828		
1829		
1830		
1831	18 10	29 10 to 30 -
1832	18 -	29 -
1833	- - -	27 - to 28 -

Years.	Mixed. £. s. £. s.
1817	- - -
1818	- - -
1819	—
1820	- - -
1821	- - -
1822	—
1823	- - -
1824	—
1825	- - -
1826	—
1827	—
1828	—
1829	—
1830	—
1831	- - -
1832	- - -
1833	- - -

LARWIG.

Years.	YELLOW DEALS. 12 ft. × 8¾ in. × 2½ in. Best.	YELLOW DEALS. 12 ft. × 8¾ in. × 2½ in. Seconds.	Yellow Battens. 12 ft. × 6¾ in. × 1¾ in. Best.	WHITE DEALS. 12 ft. × 8¾ in. × 4 in. Best.	WHITE DEALS. 12 ft. × 8¾ in. × 3 in. Best.	WHITE DEALS. 12 ft. × 8¾ in. × 3 in. Seconds.	WHITE DEALS. 12 ft. × 8¾ in. × 2 in. Best.
	£. s. / £. s.	£. s. / £. s.	£. s.	£. s.	£. s. / £. s.	£. s. / £. s.	£. s. / £. s.
1757	12 5	9 –	- - -	- - -	12 5	8 –	8 10
1758	12 5	9 –	3 5	- - -	- - -	- - -	8 10
1759	- - -	- - -	- - -	- - -	- - -	- - -	8 10
1760	- - -	- - -	- - -	13 –	12 –	9 –	8 – to 9 –
1761	12 15 to 13 –	- - -	3 –	- - -	12 10 to 13 –	9 10 to 10 –	
1762	—						
1763	13 5	10 –	3 10	- - -	13 –	9 –	9 – to 9 5
1764	13 10	11 –	3 15	- - -	13 –	- - -	9 10
1765	14 10	11 10	- - -	- - -	14 10	12 –	
1766	14 10	12 –	- - -	- - -	14 –	11 –	
1767	13 10 to 14 10	10 10 to 11 –	- - -	- - -	13 10	10 –	
1768	13 10	10 10	- - -	- - -	13 10	10 –	
1769	13 10	9 10 to 10 10	- - -	- - -	13 10	9 – to 10 10	
1770	13 10	9 10	- - -	- - -	13 –		
1771	- - -	- - -	- - -	- - -	12 10	9 –	
1772	14 –	10 –	- - -	- - -	13 5	9 10	
1773	—						
1774	—						
1775	- - -	- - -	- - -	13 –	12 – to 13 –	9 –	
1776	13 10	9 10	- - -	15 10	13 – to 13 5	11 – to 11 10	
1777	13 10	10 5	- - -	16 –	14 5	12 5	
1778 to 1783	—						
1784	13 –	9 10 to 10 –	- - -	15 – to 17 –	13 –	9 10 to 10 10	
1785	13 10 to 14 10	9 10 to 10 –	- - -	16 – to 17 –	13 10 to 15 –	10 – to 12 10	9 –
1786	- - -	12 – to 14 10	- - -	18 10	15 – to 16 10	13 – to 13 10	
1787	15 10 to 16 10	12 – to 13 10	- - -	- - -	15 – to 16 10	12 10 to 13 10	
1788	13 10 to 15 –	10 – to 11 –	- - -	- - -	13 – to 15 –	10 – to 12 10	
1789	15 – to 16 –	10 – to 11 –	- - -	- - -	14 –	11 10 to 12 –	
1790	16 10	12 –	- - -	- - -	16 –	11 10 to 12 10	
1791 to 1793	—						
1794	15 10	12 10	- - -	- - -	16 –	13 10	
1795	17 – to 19 10	13 – to 15 10	- - -	- - -	18 –	16 –	
1796	19 10	15 10	- - -	- - -	16 –	16 –	
1797	20 10	16 10	- - -	- - -	20 10	17 10	
1798 to 1801	—						
1802	28 –	24 –	- - -	- - -	28 –	24 –	
1803	—						
1804	- - -	22 –	- - -	- - -	27 –	23 –	
1805	—						
1806	—						
1807	- - -	26 –	- - -	- - -	- - -	28 10	

DRAM.

ears.	YELLOW DEALS. 12 ft. × 8¾ in. × 2 in. Best.	YELLOW DEALS. 12 ft. × 8¾ in. × 2 in. Seconds.	YELLOW DEALS. 10 ft. × 8¾ in. × 2 in. Best.	YELLOW DEALS. 10 ft. × 8¾ in. × 2 in. Seconds.	WHITE DEALS. 12 ft. × 8¾ in. × 3 in. Best.	WHITE DEALS. 12 ft. × 8¾ in. × 3 in. Seconds.	WHITE DEALS. 12 ft. × 8¾ in. × 2 in. Best.	WHITE DEALS. 12 ft. × 8¾ in. × 2 in. Seconds.	WHITE DEALS. 10 ft. × 8¾ in. × 2 in. Best.	WHITE DEALS. 10 ft. × 8¾ in. × 2 in. Seconds.
	£. s. / £. s.	£. s. / £. s.	£. s. / £. s.	£. s. / £. s.	£. s. / £. s.	£. s. / £. s.	£. s. / £. s.	£. s. / £. s.	£. s. / £. s.	£. s. / £. s.
57	—									
58	- - -	- - -	8 10	6 –	- - -	- - -	7 –	- - -	7 10	
59	- - -	- - -	8 – to 8 5	5 15	- - -	- - -	- - -	- - -	7 – to 7 5	5 15
60	- - -	- - -	8 –	- - -	- - -	- - -	- - -	- - -	7 –	
61	10 – to 10 10	7 –	8 10	6 5 to 6 10	- - -	- - -	- - -	- - -	7 10 to 7 15	6 5 to 6 10
62	10 – to 10 10	7 10 to 8 –	8 15 to 9 –	6 – to 7 –	- - -	- - -	- - -	- - -	8 –	6 15 to 7 –
63	10 10 to 11 –	8 – to 8 10	8 – to 8 15	7 –	- - -	- - -	9 10	8 –	8 –	7 –
64	10 15 to 11 10	8 5 to 9 10	9 – to 9 5	7 – to 7 10	12 10	9 10	9 – to 10 –	8 – to 8 10	8 – to 8 10	7 –
65	12 –	8 10 to 10 –	9 15 to 10 –	7 10	14 –	10 10	10 –	8 10	8 – to 9 –	7 10 to 8 –
66	11 15	8 – to 9 –	9 15 to 10 –	8 –	14 –	10 10	10 10	8 10	8 – to 9 –	7 15 to 8 –
67	- - -	- - -	9 –	- - -	14 5	10 –	10 10	9 –	8 15	7 15
68	- - -	- - -	8 10 to 9 –	7 – to 7 5	14 –	- - -	- - -	- - -	8 – to 8 5	7 – to 7 5
69	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	7 –	6 – to 6 5
70	- - -	- - -	9 5	7 –	- - -	- - -	- - -	- - -	6 15	5 15
71	- - -	- - -	8 –	7 –	- - -	- - -	- - -	- - -	8 –	7 –
72	10 10 to 12 –	7 –	8 –	6 5	- - -	- - -	- - -	- - -	8 –	7 –
73	11 –	- - -	8 10	6 10	- - -	- - -	- - -	- - -	7 10	6 10
74	—									
75	—									
76	- - -	- - -	10 –	8 –						
77	- - -	- - -	9 –	7 –						
78	12 –	9 – to 10 –	8 10 to 9 10	6 10 to 8 –	14 10	- - -	10 10	8 – to 9 10	8 – to 9 –	7 – to 8 –
79	12 10	10 10	10 –	7 15 to 8 –	- - -	- - -	10 10	9 10	8 15	7 15
80	11 – to 12 –	9 – to 10 –	8 15 to 10 –	6 15 to 8 –	15 –	13 –	10 –	9 –	7 – to 8 15	6 – to 7 15
81	11 10 to 12 –	9 10	9 –	7 15	- - -	- - -	10 –	9 –	9 –	8 –
82	12 – to 14 10	10 – to 12 10	9 – to 12 –	7 15 to 10 –	15 – to 16 10	13 – to 14 10	10 – to 12 –	9 – to 10 –	9 – to 9 10	8 – to 8 10
83	12 –	10 –	10 –	8 –	15 –	13 –	10 10	8 –	8 – to 7 10	7 – to 6 19
84	11 – to 12 –	9 – to 9 10	9 10 to 10 –	7 – to 8 –	13 – to 14 –	10 – to 11 –	8 10 to 9 –	7 10 to 8 –	7 10 to 8 –	6 10 to 7 –
85	12 – to 12 10	9 – to 10 10	10 – to 10 10	7 10 to 9 –	14 – to 16 –	11 – to 13 –	10 – to 10 10	8 10 to 9 10	8 – to 9 –	7 – to 8 –
86	12 10 to 13 –	10 – to 10 10	10 10	9 – to 10 –	16 – to 17 10	13 – to 14 –	11 – to 11 10	9 10 to 10 –	9 10 to 10 –	8 10 to 9 –

(continued)

DRAM—*continued.*

Years.	Yellow Deals. 10 ft. × 8¾ in. × 2 in. Best.	Yellow Deals. 10 ft. × 8¾ in. × 2 in. Seconds.	Yellow Battens. 12 ft. × 6¾ in. × 2½ in.	White Battens. 12 ft. × 6¾ in. × 2½ in.	White Deals. 12 ft. × 8¾ in. × 3 in. Best.	White Deals. 12 ft. × 8¾ in. × 3 in. Seconds.
	£. s. | £. s.	£. s. | £. s.	£. s. | £. s.	£. s. | £. s.	£. s. | £. s.	£. s. | £. s.
1787	11 –	8 10 to 10 –	8 –	- - -	16 – to 17 –	13 10 to 14 –
1788	10 – to 11 –	8 – to 8 10	- - -	- - -	16 – to 16 10	12 10 to 13 10
1789	10 10 to 11 –	8 10	- - -	- - -	16 10	13 10
1790	11 –	8 – to 9 –	- - -	- - -	17 10 to 18 –	14 – to 14 10
1791	10 – to 11 –	8 – to 8 10	- - -	- - -	17 – to 17 10	14 – to 14 10
1792	10 – to 11 10	8 10 to 10 –	- - -	- - -	17 – to 18 –	14 –
1793	11 – to 12 –	9 10 to 10 10	- - -	- - -	18 – to 18 10	15 – to 16 –
1794	11 – to 12 –	9 10 to 10 –	- - -	- - -	18 – to 18 10	14 10 to 15 –
1795	12 – to 13 10	11 – to 11 10	- - -	- - -	19 – to 19 10	16 – to 17 –
1796	14 –	11 – to 12 10	- - -	- - -	21 –	18 –
	12 ft. × 8¾ in. × 3 in.					
1797	—					
1798	22 – to 23 –	18 – to 21 –	- - -	- - -	20 –	18 –
1799	—					
1800	30 10	- - -	- - -	- - -	30 10	
1801	—					
1802	31 –					
1803	—					
1804	35 –					
1805	36 –	31 –				
1806	37 –	31 –	- - -	- - -	35 –	30 –
1807 to 1809	—					
1810	30 –	- - -	- - -	- - -	30 –	22 –
1811	40 –	- - -	33 –	- - -	33 –	
1812—1813	—					
1814	61 –	50 – to 52 –	- - -	- - -	- - -	52 –
1815	60 –	50 – to 54 –	25 – to 28 –	- - -	61 –	52 –
	Mixed.				Mixed.	
	£. s. | £. s.				£. s. | £. s.	
1816 to 1818	—					
1819	- - - - - - -		- - -	18 –	32 – to 38 –	
1820	—					
1821	30 –		15 10	15 –	27 –	
1822	27 –		15 10 to 16 –	15 –	27 –	
1823	27 – to 30 –		16 –	15 –	27 – to 30 –	
1824	- - - - - - -		16 –	15 –		
1825	29 –		16 – to 17 –	15 – to 16 –	27 –	
1826	29 –		14 10 to 15 –	13 10 to 14 –	28 –	
1827	26 –		- - -	- - -	24 –	
1828	- - - - - - -		14 10 to 15 10	13 10 to 14 10		
1829	27 – to 28 –		14 – to 14 10	13 – to 13 10	26 – to 27 –	
1830	26 –		14 10 to 15 –	13 10 to 14 –	25 –	
1831	27 10 to 28 –		14 10 to 15 5	13 10 to 14 –	26 – to 27 –	
1832	29 –		14 –	13 –	27 –	
1833	- - - - - - -		13 7/6 to 13 15	12 5 to 13 –		

KRAGEROE.

Years.	YELLOW DEALS. 14 ft. × 9 in. × 2 in. Best.	YELLOW DEALS. 14 ft. × 9 in. × 2 in. Seconds.	YELLOW DEALS. 14 ft. × 9 in. × 1½ in. Broad and Clean.	YELLOW DEALS. 14 ft. × 9 in. × 1½ in. Best.	YELLOW DEALS. 14 ft. × 9 in. × 1½ in. Seconds.	WHITE DEALS. 14 ft. × 9 in. × 2 in. Best.	WHITE DEALS. 14 ft. × 9 in. × 2 in. Seconds.	PALE BOARDS. 6 to 7 feet long.
	£. s. | £. s.	£. s. | £. s.	£. s.	£. s. | £. s.	£. s. | £. s.	£. s. | £. s.	£. s. | £. s.	s. | s.
1757	13 –	9 –	- -	- - -	- - -	10 10	8 15	
1758	13 –	9 10	- -	- - -	- - -	- - -	- - -	28
1759	12 –	9 –						
1760	—							
1761	13 10	10 –	15 –	10 –	6 –	10 –	8 –	30
1762	12 –	- - -	15 –	10 5	7 –	10 – to 10 10	8 – to 8 10	30
1763	13 10 to 14 –	9 – to 11 –	15 –	10 – to 10 10	7 – to 8 –	10 –	8 – to 8 10	30 to 35
1764	13 10 to 14 –	11 –	- -	- - -	8 –	10 10	8 10 to 10 10	30 to 35
1765	13 10	- - -	- -	- - -	- - -	11 10	9 10	36
1766	14 –	10 10	- -	10 –	- - -	- - -	10 –	
1767	- - -	- - -	- -	- - -	- - -	11 10	9 –	33
1768	12 10 to 13 –	8 – to 9 –	- -	8 10 to 10 –	5 10 to 7 –	11 –	8 –	33
1769 to 1771	—							
1772	14 –	9 –	- -	11 –	7 –	12 –	8 –	30
1773	13 –	9 –	- -	10 10	5 –	11 –	8 –	30
1774	13 10	7 – to 9 –	- -	10 –	- - -	10 10	7 10	
1775	- - -	- - -	- -	- - -	- - -	- - -	7 10	
1776	14 – to 15 –	9 – to 11 –	- -	- - -	7 –	11 –	8 – to 8 10	38
1777	13 –	- - -	- -	- - -	- - -	10 10 to 13 –	10 10 to 11 –	
1778	15 –	11 – to 13 –	- -	- - -	- - -	12 –	9 10	36
1779	—							
1780	15 – to 15 10	11 – to 12 –	- -	11 – to 11 10	8 10 to 9 –	11 10 to 12 –	8 10 to 10 –	39 to 42
1781	15 10	11 – to 11 10	- -	11 – to 12 –	9 – to 9 10	12 – to 12 10	10 – to 10 10	40
1782	15 10	11 10	- -	12 –	9 10 to 10 –	12 10 to 12 15	10 15	40 to 46
1783	15 –	11 10 to 10 –	- -	- - -	9 10 to 8 10	- - -	10 10 to 10 –	42 to 36
1784	14 10	9 – to 10 –	- -	- - -	8 –	12 10	8 – to 10 –	34 to 37
1785	14 – to 15 –	8 10 to 9 10	- -	8 10 to 10 –	6 10 to 7 –	10 10	8 10 to 10 –	34 to 36
1786	15 – to 16 –	10 – to 11 –	- -	10 – to 11 –	8 – to 9 –	12 10 to 13 –	10 – to 11 –	34 to 35

KRAGEROE—*continued.*

Years.	YELLOW DEALS. 14 ft. × 9 in. × 2 in. Best.	YELLOW DEALS. 14 ft. × 9 in. × 2 in. Second.	YELLOW DEALS. 14 ft. × 9 in. × 3 in. Best.	YELLOW DEALS. 14 ft. × 9 in. × 3 in. Second.	WHITE DEALS. 14 ft. × 9 in. × 2 in. Best.	WHITE DEALS. 14 ft. × 9 in. × 2 in. Second.	WHITE DEALS. 14 ft. × 9 in. × 3 in. Best.	WHITE DEALS. 14 ft. × 9 in. × 3 in. Second.	Yellow Pale Boards. 6 to 7 ft. long.
	£. s. £. s.	£. s. £. s.	£. s.	£. s.	£. s. £. s.	£. s. £. s.	£. s. £. s.	£. s. £. s.	s. s.
1787	14 10 to 15 10	9 – to 11 –	21 –	16 –	12 10 to 13 –	10 – to 11 –	18 – to 19 –	15 –	32 to 38
1788	15 –	9 10 to 10 10	- -	- -	12 – to 12 10	9 – to 10 10	18 –	15 –	30 to 36
1789	15 – to 15 10	9 – to 10 10	- -	- -	12 – to 12 10	- - -	- - -	- - -	33 to 36
1790	14 10 to 15 10	9 – to 10 10	- -	- -	13 10	9 10 to 10 10	18 – to 19 10	- - -	30 to 38
1791	15 15	10 – to 11 –	- -	- -	13 – to 13 10	10 – to 11 –	18 – to 19 10	15 – to 16 –	33 to 36
1792	15 10	10 10	21 –	16 10	12 10	10 10	19 10	16 –	34 to 36
1793	16 – to 16 10	12 – to 12 10	- -	- -	13 10 to 14 –	11 – to 12 –	18 –	15 –	34 to 42
1794	16 – to 16 10	12 – to 12 10	21 10	17 to 18 10	13 10 to 14 10	11 – to 12 10	20 – to 20 10	16 10 to 17 10	32 to 40
1795	17 –	12 – to 13 –	- -	- -	15 10	13 –	- - -	- - -	39 to 42
1796	17 10	14 – to 15 10	23 to 23 10	19 to 20 –	16 10	14 10	21 –	18 10	40 to 46
1797	- - -	- - -	- -	- -	- - -	- - -	- - -	- - -	42
1798	17 – to 18 –	13 10	- -	- -	- - -	- - -	- - -	- - -	54
1799	- - -	- - -	- -	- -	- - -	- - -	- - -	- - -	54
1800	- - -	20 –	- -	- -	20 –				
1801	- - -	- - -	- -	- -	22 –	20 –	33 –	30 –	65
1802	—								
1803	—								
1804	21 –	- - -	- -	- -	19 –	- - -	- - -	- - -	50
1805	25 –	- - -	- -	- -	25 –	- - -	- - -	- - -	55
1806	22 – to 23 –	- - -	- -	- -	- - -	- - -	- - -	- - -	60
1807	26 –	22 –	- -	- -	25 –	21 –	- - -	30 –	
1808	—								
1809	- - -	- - -	- -	- -	- - -	- - -	- - -	- - -	95
1810	30 –	- - -	45 –						
1811	31 –	- - -	46 –	- -	31 –	- - -	46 –	- - -	80
1812	—								
1813	—								
1814	—		Mixed.				Mixed.		
1815	—								
1816	—								
1817	—								
1818	—		£. s.				£. s.		
1819	- - -	- - -	36 –		- - -	- - -	36 –		
1820	—								

Years.	MOSS. Yellow Deals. 12 ft. × 9 in. × 2½ in. Best.	Second.	12 ft. × 9 in. × 1¼ in. Best.	Second.	Yellow Battens. 12 ft. × 7 in. × 2½ in. Best.	Second.	White Deals. 12 ft. × 9 in. × 3 in. Best.	Second.	FREDERICKSHALL. Yellow Deals. 12 ft. × 9 in. × 1¼ in. Best.	Second.	White Deals. 12 ft. × 9 in. × 3 in. Best.	Second.	DROBACK. Yellow Deals. 12ft. × 9 in. ×2½ in.	12ft. × 9 in. × 1¼ in.	White Deals. 12f. ×9in. × 3 in.
	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.
1757	-	- -	8 –												
1758	14 –	- -	-	- -	6 –	5 –	11 –	7 10							
1759	-	- -	7 10	5 –	-	- -	12 10	8 10							
1760	—														
1761	—														
1762	-	- -	7 10	- -	-	- -	-	10 –							
1763	—														
1764	—														
1765	—														
1766	-	- -	-	- -	-	- -	-	- -	-	- -	12 –				
1767	-	- -	-	- -	-	- -	-	- -	-	- -	-	- -	- -	6 10	13 –
1768	-	- -	-	- -	-	- -	-	- -	7 –	6 10	-	- -	13 10	- -	14 –
1769	—														
1770	-	- -	-	- -	-	- -	-	- -	6 6	5 –					
1771	—														
1772	—														
1773	—														
1774	—														
1775	—														
1776	-	- -	-	- -	-	- -	-	- -	-	- -	13 10	11 10			
1777	-	- -	-	- -	-	- -	-	- -	7 10	- -	15 –	12 5			
1778	—														
1779	—														
1780	—														
1781	—														
1782	—														
1783	—														
1784	-	- -	-	- -	-	- -	14 10	11 –							
1785	17 –	11 15	9 10	7 10	-	- -	15 10	12 10							
1786	17 – to 18 –	13 – to 14 –	10 –	8 – to 8 10	-	- -	16 10 to 17*l.*	14 –							

(*continued*)

MOSS.

Years.	Yellow Deals. 12 ft. × 9 in. × 2½ in. Best.	Yellow Deals. 12 ft. × 9 in. × 2½ in. Second.	White Deals. 12 ft. × 9 in. × 3 in. Best.	White Deals. 12 ft. × 9 in. × 3 in. Second.
	£. s.	£. s.	£.	£. s.
1787	—			
1788	—			
1789	15/10	11	16	12
1790	- -	- -	- - -	- - -
1791	- -	- -	- - -	- - -
1792	- -	- -	- - -	- - -
1793	—			
1794	18 to 19 10	14 to 15 –	18 to 18 10	15
1795	19 to 20 –	15 to 16 –	19 to 20 –	16 to 17 –
1796	20 to 21 –	16 to 17 –	20 to 21 –	17 to 18 10
1797	—			
1798	- -	- -	- - -	- - -
1799	—			
1800	—			
1801	- -	- -	26	
1802	—			
1803	27	- -	30	27
1804	- -	- -	- - -	- - -
1805	—			
1806	- -	- -	- - -	- - -
1807	—			
1808	—			
1809	—			
1810	- -	25	47	37
1811	- -	- -	- - -	- - -
1812	- -	- -	60	50
1813	—			
1814	- -	- -	- - -	- - -
1815	- -	- -	- - -	- - -
1816	—			
1817	—			
	Mixed. £. s.		Mixed. £. s.	
1818	- -	- -	40 –	
1819	-	- -	- - -	- - -
1820	- -	- -	32 –	
1821	- -	- -	- - -	- - -
1822	- -	- -	- - -	- - -
1823		—		
1824		—		
1825		—		
1826		—		
1827		—		
1828	- -	- -	- - -	- - -

FREDERICKSHALL.

Years.	Yellow Deals. 12 ft. × 9 in. × 2½ in. Best.	Yellow Deals. 12 ft. × 9 in. × 2½ in. Second.	White Deals. 12 ft. × 9 in. × 3 in. Best.	White Deals. 12 ft. × 9 in. × 3 in. Second.	Battens. 12 ft. × 7 in. × 2½ in. Yellow.	Battens. 12 ft. × 7 in. × 2½ in. White.
	£. s.	£. s.	£. s.	£. s.	£. s. £.	£. s.
1787						
1788						
1789						
1790	-	13 10	16 10	13 15	8 –	
1791	17 –	13 10	16 –	13 10		
1792	-	- -	- -	- -	- -	-
1793						
1794	14 –	- -	16 –	14 –	7 10 to 10	8 10
1795	15 –	- -	17 10	16 –	9 10	9 –
1796						
1797						
1798	28 –	- -	29 –			
1799						
1800						
1801						
1802						
1803						
1804	32 –	28 –	26 –	23 –	14 – to 18	
1805						
1806	30 –	26 –	33 –	29 –	- -	10 –
1807						
1808						
1809						
1810						
1811	-	- -	- -	- -	- -	-
1812						
1813						
1814	-	- -	- -	- -	- -	-
1815	-	- -	- -	- -	- -	-
1816						
1817						
1818	-	- -	- -	- -	- -	-
1819	-	- -	- -	- -	- -	-
1820						
1821	-	- -	- -	- -	- -	-
1822	-	- -	- -	- -	- -	-
1823						
1824						
1825						
1826						
1827						
1828	-	- -	- -	- -	- -	-

DROBACK.

Years.	White Deals. 12 ft. × 9 in. × 3 in. Best.	White Deals. 12 ft. × 9 in. × 3 in. Second.	White Battens. 12 f. × 7 × 2½.	Whitewood Poles. 30 to 50 ft. long. per Foot run.
	£. s.	£. s.	£. s.	d. d.
1787				
1788				
1789				
1790				
1791				
1792	17 –	14 –	10 –	1¼
1793				
1794				
1795				
1796				
1797				
1798				
1799				
1800				
1801				
1802				
1803				
1804				
1805				
1806				
1807				
1808				
1809				
1810				
1811	46 –	36 –	22 10	
1812				
1813				
1814	-	- -	-	6½
1815	44 –	- -	-	5
1816				
1817				
1818	-	- -	-	2⅝
1819	-	- -	-	3½
1820				
1821	-	- -	-	2 to 2¾
1822	-	- -	-	1½
1823				
1824				
1825				
1826				
1827				
1828	-	- -	-	2

LONGSOUND.

Years.	YELLOW DEALS. 12 ft. × 8¾ in. × 2 in. Best.	YELLOW DEALS. 12 ft. × 8¾ in. × 2 in. Ordinary.	BATTENS. 12 ft. × 6¾ in. × 2½ in. Yellow.	BATTENS. 12 ft. × 6¾ in. × 2½ in. White.	WHITE DEALS. 12 ft. × 8¾ in. × 2 in. Best.	WHITE DEALS. 12 ft. × 8¾ in. × 2 in. Ordinary.
	£. s. £. s.	£. s. £. s.	£. s. £. s.	£. s. £. s.	£. s. £. s.	£. s. £. s.
1757	11 10	- - -	- - -	- - -	7 15 to 9 10	
1758	10 – to 12 –	7 – to 8 –	- - -	- - -	8 10	
1759	10 10 to 10 15	- - -	- - -	- - -	8 10 to 8 15	6 – to 6 10
1760	8 15 to 10 5	6 10	6 10	- - -	8 – to 8 10	5 10 to 6 10
1761	11 – to 12 –	8 – to 8 10	6 –	5 –	8 – to 9 –	6 –
1762	10 10 to 11 –	7 – to 7 10	6 –	5 –	8 10 to 9 –	6 – to 7 –
1763	11 10	8 –	6 –		8 10	
1764	11 10	- - -	6 –	5 –	8 10	- - -
1765	- - -	- - -	6 –	6 –	10 –	- - -
1766	- - -	- - -	6 –	6 –	10 –	- - -
1767	10 – to 13 –	7 –	5 10	5 –	9 10 to 10 –	7 – to 8 –
1768	10 – to 13 –	7 –	- - -	- - -	8 – to 10 –	7 10
1769	10 10 to 12 –	6 –	6 10	- - -	9 – to 9 10	6 – to 7 10
1770	11 –	7 –	- - -	- - -	9 10	
1771	10 – to 11 –	6 10 to 8 10	- - -	- - -	9 10	6 10
1772	13 –	- - -	6 –	- - -	9 10	
1773	11 –	7 – to 7 10	- - -	- - -	9 –	6 10 to 7 –
1774	12 –	8 –	6 10	5 10	9 10	- - -
1775	12 –	8 –	- - -	- - -	9 10	6 10
1776	12 –	- - -	- - -	- - -	9 10 to 10 –	7 –
1777	12 –	9 –	- - -	- - -	9 5 to 10 –	
1778	11 10 to 12 –	7 – to 8 10	6 –	- - -	9 10	8 10
1779	11 10	7 10 to 8 –	- - -	- - -	10 –	8 10
1780	- - -	8 – to 9 –	5 10 to 7 10	5 10 to 6 10	10 –	8 10 to 9 –
1781	- - -	9 – to 10 –	7 – to 7 5	6 – to 7 –	- - -	8 10
1782	- - -	- - -	7 5	7 –	- - -	9 10
1783	- - -	- - -	7 –	7 – to 6 –	10 –	8 10 to 8 –
1784	- - -	7 –	6 –	4 – to 6 –	- - -	6 – to 7 10
1785	12 –	7 – to 8 10	5 – to 5 10	4 – to 6 10	10 10	6 – to 7 10
1786	- - -	7 10 to 8 10	5 – to 6 –	5 10 to 6 –	- - -	8 – to 9 –

LONGSOUND—*continued.*

ars.	YELLOW DEALS. 12 ft. × 8¾ in. × 2 in. Best.	YELLOW DEALS. 12 ft. × 8¾ in. × 2 in. Second.	YELLOW DEALS. 12 ft. × 8¾ in. × 3 in. Best.	YELLOW DEALS. 12 ft. × 8¾ in. × 3 in. Second.	BATTENS. 12 ft. × 6¾ in. × 2½ in. Yellow.	BATTENS. 12 ft. × 6¾ in. × 2½ in. White.	WHITE DEALS. 12 ft. × 8¾ in. × 2 in. Best.	WHITE DEALS. 12 ft. × 8¾ in. × 2 in. Second.	WHITE DEALS. 12 ft. × 8¾ in. × 3 in. Best.	WHITE DEALS. 12 ft. × 8¾ in. × 3 in. Second.
	£. s.	£. s. £. s.	£. s. £.	£. s.	£. s. £. s.	£. s. £. s.	£. s. £. s.	£. s. £. s.	£. s.	£. s. £. s.
'87	- -	7 15 to 9 -	- - -	13 15	6 15	6 15	- - -	8 10	- -	13 - to 13 10
'88	- -	8 - to 9 -	- - -	12 -	6 - to 7 -	6 - to 7 -	- - -	7 - to 8 -	- -	12 -
'89	- -	7 - to 8 -	- - -	- - -	5 - to 6 10	5 - to 6 -	- - -	7 - to 8 -	- -	10 10 to 12 10
'90	10 -	8 -	- - -	- - -	5 - to 6 10	5 - to 6 -	10 -	8 - to 9 -	- -	12 10 to 14 -
'91	- -	8 10	17 -	13 -	6 -	6 -	10 10	8 10	16 -	12 -
'92	- -	- - -	- - -	- - -	6 - to 6 10	6 - to 6 10				
'93	12 10	10 10	17 10	15 10	7 - to 8 -	7 - to 8 -	10 - to 11 -	9 - to 9 10	17 -	13 10 to 14 10
'94	- -	9 10	- - -	15 10	7 -	7 -	- - -	9 - to 9 10	- -	13 10
'95	- -	12 - to 13 -	17 - to 18	- - -	8 - to 9 -	9 -	- - -	11 - to 13 -	19 10	15 10 to 16 10
'96	- -	12 - to 13 -	- - -	16 10	8 - to 9 -	8 - to 9 -	- - -	12 - to 13 -	- -	16 10
'97	—									
'98	- -	11 -	16 -	- - -	- - -	- - -	- - -	11 -	- -	15 10 to 17 -
'99	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -	20 -
'00	- -	- - -	- - -	28 -	- - -	- - -	- - -	- - -	- -	22 -
'01	- -	- - -	- - -	- - -	- - -	- - -	- - -	20 -	- -	26 -
'02	—									
'03	—									
'04	20 -	- - -	30 -	- - -	20 -	19 -	19 -	- - -	28 -	
'05	—									
'06	21 -	- - -	- - -	- - -	- - -	- - -	19 10			
'07 to 1819		—								

ars.	Mixed. £. s.
'20	- - - 32 -
'21	—
'22	- - - 30 -
'23 to 1828	—
'29	- - - 27 -

ars.	Mixed. £. s.
	27 -
	27 -
	27 -

PORSGROUND.

ars.	Yellow Deals. 12 ft. × 8¾ in. × 2 in. Best.	Yellow Deals. 12 ft. × 8¾ in. × 2 in. Second.	Yellow Deals. 12ft. × 8¾in. × 2½in.	Yellow Deals. 12ft. × 8¾in. × 3in.	Yellow Battens. 12ft. × 6¾in. × 2½in Best.	White Deals. 12 ft. × 8¾ in. × 2 in. Best.	White Deals. 12 ft. × 8¾ in. × 2 in. Second.	White Battens. 12ft. × 6¾in. × 2½in.
	£. s. £. s.	£. s. £. s.	£. s.	£. s.	£. s. £. s.	£. s. £. s.	£. s. £. s.	£. s.
'57	10 10 to 11 -	8 -	- -	- -	5 -	8 10 to 9 -	6 10	
'58	10 10 to 10 15	- - -	- -	- -	5 - to 5 5	8 10 to 8 15		
'59	- - -	- - -	- -	- -	- - -	8 10	6 -	
'60	10 - to 10 5	- - -	- -	- -	- - -	9 -	6 - to 7 -	
'61	11 -	7 5 to 8 5	- -	- -	- - -	- - -	6 - to 7 -	
'62	—							
'63	—							
'64	12 -	8 10	- -	- -	6 15	9 10 to 10 -	8 10	5 15
'65	12 -	8 10	- -	- -	6 10	10 -	8 10	
'66	12 5	9 -	- -	- -	- - -	10 10	8 -	
'67	11 -	7 10						
'68 to 1812	—							
'13	- - -	- - -	45 -	54 -	30 -			

TONSBERG.

ears.	Yellow Deals. 12 ft. × 8¾ in. × 3 in. Best.	Yellow Deals. 12 ft. × 8¾ in. × 3 in. Second.	White Deals. 12 ft. × 8¾ in. × 3 in. Best.	White Deals. 12 ft. × 8¾ in. × 3 in. Second.
	£. s.	£. s.	£. s.	£. s.
1782	18 -	14 -	15 -	13 -
1783	- - -	14 -	14 -	12 -
1784 to 1794	—			
1795	19 -	15 -	17 10	14 10
1796	—			
1797	20 -	17 -	20 -	17 -
1798 to 1806	—			
1807	30 -	26 -	30 -	26 -
1808 to 1821	—			
1822	- - -	- - -	- - -	- - -
1823	- - -	- - -	- - -	- - -
1824 to 1830	—			
1831	- - -	- - -	- - -	- - -
1832	- - -	- - -	- - -	- - -
1833	- - -	- - -	- - -	- - -

SCHIEN.

Yellow Deals. 12 ft. × 8¾ in. × 3 in.	White Deals. 12 ft. × 8¾ in. × 3 in.	Yellow Battens. 12ft. × 6¾in. × 2½in.	White Battens. 12ft. × 6¾in. × 2½in.
—	—	—	—
£. s. £. s.	£. s. £. s.	£. s.	£. s.
27 -	27 -		
32 -	28 10 to 30 -	16 10	15 5
27 10 to 28 -	26 10 to 27 -	14 10	13 10
27 10	26 10	14 -	13 -
28 -			

SWEDISH DEALS.

STOCKHOLM.

Years.	YELLOW DEALS.								WHITE DEALS.			
	14ft. × 9½in. × 3in.		14ft. × 9½in. × 2½in.		14ft. × 9½in. × 2in.		14ft. × 9½in. × 1½in.		14ft. × 9½in. × 3in.		14ft. × 9½in. × 1½in.	
	——		Best.		Best.		Best.		——		Best.	
	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	
1757	- -	- -	- -	- -	11 10							
1759	- -	- -	- -	- -	12 -		9 -					
1760	- -	- -	- -	- -	12 10		9 10					
1763	- -	- -	- -	- -	12 -							
1765	- -	- -	- -	- -	11 -	to 12 -	8 -	to 9 -	- -	- -	7 -	
1766	- -	- -	- -	- -	11 -							
1768	- -	- -	13 10		10 10	to 11 -						
1769	- -	- -	- -	- -	10 10		8 -					
1773	- -	- -	14 10		14 10		8 10					
1774	- -	- -	- -	- -	10 10		7 10					
1792	- -	- -	15 18		12 15		- -	- -	14 -			
1795	26 -											
1799	22 10	to 34 -	20 -	to 29 -	13 -	to 22 -	- -	- -	29 -			
1800	34 -	to 40 -	28 -	to 33 -	- -	- -	- -	- -	30 -	to 38 -		
1801	46 -	to 33 -	20 -	to 27 -	- -	- -	- -	- -	38 -			
1802	34 10	to 36 -	29 -	to 30 -	- -	- -	- -	- -	34 -			
1803	38 -	to 36 -	- -	- -	28 -							
1804	36 -		30 -		- -	- -	- -	- -	32 -	to 35 -		
1805	41 -	to 35 -										
1806	41 -		34 -		- -	- -	- -	- -	37 7			
1807	41 -		- -	- -	- -	- -	- -	- -	38 -			
1808	46 -	to 70 -	40 -		- -	- -	- -	- -	44 -			
1809	65 -	to 98 -										
1810	—											
1811	50 -	to 66 -										
1812	60 -	to 67 -										
1813	68 -	to 63 -										
1811	63 -											
1815	65 -											
1818	50 -											
1819	42 -											
1820	40 -	to 38 -										
1821	38 -	to 39 -										
1822	38 -	to 39 -										
1823	40 -	to 42 -										
1824	40 10	to 43 -										
1825	—											
1826	34 -											
1827	—											
1828	33 -	to 36 -										
1829	36 -											
1830	36 -	to 37 -										
1831	37 -											

Years.	GEFFLE.	HERNOSAND.	SUNDSWALL.	SCHONWICK.	SODERHAM.	WESTERWICK.	NORKOPING.	CARLSCRONA.
	Yellow Deals.	Yellow Deals.	Yellow Deals.	Yellow Deals.	Yellow Deals.	Yellow Deals.	Yellow Deals.	Yellow Deals.
	14ft. × 9½in. × 3in.	14ft. × 9½in. × 3in.	14ft. × 9½in. × 3in.	14ft. × 9½in. × 3in.	14ft. × 9½in. × 3in.	14ft. × 9½in. × 3in.	14ft. × 9½in. × 3in.	14ft. × 9½in. × 3in.
	£. s. £. s.	£. s. £. s.	£. s. £. s.	£. s.	£. s.	£. s.	£. s.	£. s.
1800	36 -							
1801	40 -							
1802	36 -							
1808	- - -	68 10	- - -	- - -	- - -	- - -	61 -	
1809	95 -	- - -	- - -	- - -	- - -	88 -		
1810	92 -	- - -	- - -	- - -	- - -	44 10		
1811	—							
1812	- - -	64 -						
1813	70 -	to 75 -						
1814	66 -	- - -	- - -	- - -	- - -	- - -	- - -	52 -
1815	—							
1816	54 -							
1817	51 -							
1818	50 -							
1819	42 -	- - -	- - -	- - -	- - -	- - -	40 -	
1820	40 -							
1821	39 -	to 43 -	- - -	40 -				
1822	40 10	to 42 -	40 -					
1823	43 10		42 -	- - -	40 -	41 -		
1824	- - -	- - -	- - -	41 -				
1825	- - -	- - -	- - -	38 -	36 -			
1826	36 -							
1827	- - -	- - -	- - -	36 -	31 10			
1828	- - -	- - -	- - -	33 -	to 34 -			
1829	—							
1830	—							
1831	- - -	36 -	to 36 10					

GOTTENBURGH.

Years.	Yellow Deals. 12ft. × 9in. × 3in.	Yellow Deals. 12ft. × 9in. × 2½in.	White Deals. 12ft. × 9in. × 3in.	Yellow Plank. 12ft. × 11½in. × 1½in.	White Plank. 12ft. × 11½in. × 1½in.	Yellow Battens. 12ft. × 7in. × 2½in.	White Battens. 12ft. × 7in. × 2½in.
	——	Best.	——	——	——	——	——
	£. s. | £. s.	£. s.	£. s. | £. s.	£. s.	£. s. | £. s.	£. s. | £. s.	£. s. | £. s.
1776	- - -	9 10					
1788	- - -	10 10					
1808	45 – to 63 –						
1809	78 – to 60 –	- - -	- - -	- - -	- - -	30 – to 33 –	
1810	55 – to 50 –	- - -	- - -	- - -	- - -	20 – to 24 –	
1811	44 –	- - -	- - -	- - -	- - -	24 10	
1814	30 –						
1817	33 –						
1818	36 –	- - -	- - -	- - -	- - -	24 –	
1820	28 – to 32 –	- - -	28 –				
1821	30 – to 33 –	- - -	27 – to 30 –	- - -	- - -	18 –	16 –
1822	27 – to 31 –	- - -	27 –	- - -	- - -	17 –	
1823	26 – to 34 –	- - -	26 – to 31 –	- - -	- - -	15 – to 16 –	15 – to 16 –
1824	30 – to 31 –	- - -	27 – to 28 10	- - -	- - -	16 – to 17 –	16 –
1825	30 –	- - -	28 – to 30 –	- - -	- - -	16 – to 19 –	16 –
1827	26 – to 28 –	- - -	25 –	15 –	15 –		
1828	26 – to 28 –	- - -	25 – to 26 –	15 –	15 –	15 10 to 16 –	15 10
1829	27 –	- - -	25 – to 27 –	15 10	14 10		
1830	25 10 to 28 –	- - -	25 – to 26 –	15 –	14 – to 15 –		
1831	25 – to 28 –	- - -	24 – to 27 –	15 10	14 10		
1832	- - -	- - -	27 –	15 –	15 –		
1833	25 10						

FINLAND.

Years.	BIORNEBERG. Yellow Plank. Per 120 of 12ft. × 12in. × 1½in.	BIORNEBERG. White Plank. Per 120 of 12ft. × 12in. × 1½in.	ULEABORG. Yellow Deals. 14ft. × 9in. × 3in.	GAMLA CARLBY. Yellow Deals. 14ft. × 9in. × 3in.	NYLAND. Yellow Deals. 14ft. × 9½in. × 3in.
	£. s. | £. s.	£. s. | £. s.	£. s.	£. s.	£. s. | £. s.
1823	16 10 to 16 15	15 – to 15 10	- - - -	- - - -	31 – to 34 –
1824	——				
1825	18 10				
1826	15 –				
1827	15 10				
1828	15 10	- - - -	29 –	- - - -	35 –
1829	15 15				
1830	16 –				
1831	16 – to 16 10	- - - -	- - - -	28 –	
1832	15 10				
1833	15 10 to 16 –				

RUSSIAN AND PRUSSIAN DEALS.

Years.	PETERSBURGH. Yellow Plank. 12ft. × 11in. × 1½in.	PETERSBURGH. Y. Battens. 12ft. × 11in. × 1½in.	PETERSBURGH. White Plank. 12ft. × 11in. × 1½in.	WYBORG. Yellow Plank. 11 in. wide. per 120 of 12ft. × 11in. × 1½in.	WYBORG. White Plank. 11 in. wide. per 120 of 12ft. × 11in. × 1½in.	WYBORG. Yellow Battens. 7 in. wide. per 120 of 12ft. × 11in. × 1½in.	WYBORG. White Battens. 7 in. wide. per 120 of 12ft. × 11in. × 1½in.
	——	——	——				
	£. s. | £. s.	£. s.	£. s. | £. s.	£. s. | £. s.	£. s.	£. s. d.	£. s.
1758	8 – to 8 15	5 6					
1759	8 10						
1760	8 10						
1761	8 10						
1763	9 –	- -	7 –	8 10			
1764	8 10	- -	- - -	8 5	7 –		
1765	8 –						
1767	7 – to 7 15	- -	- - -	7 10 to 8 –	- - -	5 2 6	
1768	7 – to 7 10	7 –					
1769	7 15 to 8 –	8 –	- - -	8 10	- - -	8 5 –	
1770	7 15	- -	- - -	7 – to 7 10	5 10	5 17 6	
1771	7 – to 8 15						
1771	7 15 to 8 5						
1773	7 – to 8 –						
1774	7 10 to 8 –	- -	- - -	7 5	6 5	7 – –	
1775	8 10						
1776	9 – to 9 10	- -	8 – to 8 10				
1778	9 10						
1780	10 – to 11 –	- -	8 –				
1781	11 – to 12 –						
1782	11 – to 12 –						
1786	8 – to 9 –	- -	7 – to 7 10				

PETERSBURGH—*continued.*

Years.	Yellow Plank. Per 120 of 12 ft. × 11 in. × 1½ in.	White Plank. Per 120 of 12 ft. × 11 in. × 1½ in.	Yellow Battens. Per 120 of 12 ft. × 11 in. × 1½ in.	Yellow Deals. Per 120 of 12 ft. × 9 in. × 3 in.	White Deals. Per 120 of 12 ft. × 9 in. × 3 in.
	£. s. £. s.	£. s. £. s.	£. s. £. s.	£. s. £. s.	£. s. £. s.
1787	9 –	- - -	- - -	- - -	- - -
1788	9 5 to 7 15	7 5 to 6 15	- - -	- - -	- - -
1789	7 15	6 15	- - -	- - -	- - -
1790	9 –	7 –	- - -	- - -	- - -
1791	9 –	9 –			
1792	8 15 to 10 10	7 15 to 8 10	- - -	14 15	
1793	9 – to 12 –	8 10 to 9 –	10 10 to 11 15	14 15 to 17 5	
1794	10 10 to 11 –	10 10			
1795	11 10 to 13 –	11 10	- - -	19 15 to 21 5	18 15
1796	12 – to 13 –	11 10	- - -	19 15	
1797	10 10				
1798	10 10 to 11 15				
1801	22 – to 25 –	20 –			
1802	16 –	14 – to 14 10	- - -	- - -	24 –
1803	22 –	18 10			
1804	19 – to 21 10				
1805	22 –	20 – to 21 10			
1806	- - -	20 –			
1807	20 – to 21 10	20 – to 21 10			
1808	28 – to 30 –	28 –			
1813	29 10 to 32 –	- - -	- - -	57 –	
1814	- - -	- - -	32 10		
1815	30 –	- -	30 –		
1817	- - -	20 – to 21 –	- - -	- - -	33 –
1818	22 –				
1819	- - -	17 10	21 5		
1821	17 – to 18 –	14 10 to 15 –	18 – to 20 –		
1822	- - -	15 15			
1823	17 10	15 10 to 17 –	17 10 to 18 15	29 – to 30 –	27 –
1824	17 10 to 18 10	16 10 to 17 10	16 10 to 19 –	31 –	27 5
1825	18 10 to 18 15	- - -	20 – to 20 15	32 – to 32 10	29 5
1826	- - -	- - -	- - -	28 –	
1828	15 5	- - -	19 –		
1831	- - -	15 –			
1832	- - -	- - -	- - -	- - -	- - -

WYBORG—*continued.*

Years.	Yellow Plank, 11 in. wide. Per 120 of 12 ft. × 11 in. × 1½ in.	White Plank, 11 in. wide. Per 120 of 12 ft. × 11 in. × 1½ in.	Yellow Battens, 7 in. wide. Per 120 of 12 ft. × 11 in. × 1½ in.	White Battens, 7 in. wide. Per 120 of 12 ft. × 11 in. × 1½ in.
	£. s. £. s.	£. s. £. s.	£. s. d. £. s. d.	£. s. £. s.
1787	7 10	6 10	7 17 6	7 –
1788	7 –	6 – to 7 –	7 5 – to 7 17 6	6 5 to 6 10
1789	6 10 to 7 10	- - -	5 – – to 7 17 6	6 5
1790	9 10	8 10		
1791				
1792				
1793				
1794				
1795				
1796				
1797				
1798				
1801				
1802	16 –			
1803				
1804				
1805				
1806				
1807				
1808				
1813				
1814				
1815				
1817				
1818				
1819				
1821				
1822				
1823				
1824				
1825				
1826				
1828				
1831				
1832	- - -	16 15		

ONEGA.

Years.	Yellow Plank. Per 120 of 12 ft. × 11 in. × 1½ in.	Yellow Battens. Per 120 of 12 ft. × 11 in. × 1½ in.
	£. s. £. s.	£. s. £. s.
1759	- - -	- - -
1767	8 –	7 – –
1768	8 –	7 – –
1769	8 –	7 – –
1770	7 15	7 13 6
1771	8 10	
1772	8 –	
1773	—	
1774	—	
1775	8 15	
1789	7 15	8 10
1790	9 – to 9 10	9 10
1791	7 15 to 10 –	8 10
1792	9 10 to 10 15	11 15
1793	11 10	11 10
1794	10 5	11 –
1795	- - -	- - -
1796	—	
1797	10 10 to 11 10	9 10 to 11 –
1798	11 5	
1801	17 – to 18 –	
1802	17 –	
1803	24 –	- - -
1804	23 – to 24 10	
1805	22 5	
1807	- - -	20 10
1808	25 – to 29 –	
1811	30 –	
1815	- - -	- - -
1816	21 –	20 12
1817	- - -	- - -
1818	25 –	25 –
1820	18 – to 19 10	- - -
1821	19 10	- - -
1822	21 –	20 5 to 21 –
1823	- - -	17 10 to 20 10
1824	19 –	- - -
1825	- - -	- - -
1826	- - -	17 10
1827	- - -	- - -
1828	- - -	- - -
1829	- - -	- - -
1830	- - -	- - -
1831	- - -	- - -
1832	- - -	- - -
1833	- - -	- - -

ARCHANGEL.

Years.	Yellow Plank. Per 120 of 12 ft. × 11 in. × 1½ in.	Yellow Battens. Per 120 of 12 ft. × 11 in. × 1½ in.	Yellow Deals. Per 120 of 12 ft. × 9 in. × 3 in.
	£. s. £. s.	£. s. £. s.	£. s. £. s.
1759	9 –		
1767			
1768			
1769			
1770			
1771			
1772			
1773			
1774			
1775			
1789			
1790			
1791			
1792			
1793			
1794	9 – to 10 10		
1795	13 –		
1796			
1797			
1798			
1801			
1802			
1803	23 10 to 24 –	25 10	
1804			
1805			
1807			
1808			
1811			
1815	21 –		
1816	19 –		
1817	20 10		
1818	23 –		
1820	18 5 to 18 10		
1821	18 –		
1822	19 –		
1823	18 – to 18 10	19 –	
1824	18 10 to 19 –	20 10	32 – to 34 –
1825	19 – to 21 –	20 10 to 21 –	33 – to 34 10
1826	- - -	- - -	29 – to 31 –
1827	17 10	17 10	31 –
1828	17 10	18 –	29 10
1829	16 10 to 17 –	18 – to 18 10	29 10 to 31 –
1830	16 10 to 17 10	18 –	30 – to 31 –
1831	16 10 to 18 –	18 10 to 19 –	29 10 to 31 –
1832	17 – to 18 –		
1833	16 10 to 19 –		

Years.	NARVA. Yellow Plank. Per 120 of 12 ft. × 11 in. × 1½ in.	NARVA. White Plank. Per 120 of 12 ft. × 11 in. × 1½ in.	NARVA. Yellow Battens. Per 120 of 12 ft. × 11 in. × 1½ in.	NARVA. Yellow Deals. Per 120 of 12 ft. × 9 in. × 3 in.	NARVA. White Deals. Per 120 of 12 ft. × 9 in. × 3 in.	RIGA. Yellow Plank. Per 120 of 12 ft. × 11 in. × 1½ in.	RIGA. White Plank. Per 120 of 12 ft. × 11 in. × 1½ in.	RIGA. White Deals. Per 120 of 12 ft. × 9 in. × 3 in.
	£. s. | £. s.	£. s.	£. s.	£. s.	£. s.	£. s. | £. s.	£. s. | £. s.	£. s. | £. s.
1761	- - -	- - -	- - -	- - -	- - -	8 10		
1762	- - -	- - -	- - -	- - -	- - -	9 -		
1763	- - -	- - -	- - -	- - -	- - -	8 -		
1764	8 - to 8 10							
1765	7 10 to 8 -							
1766	7 10 to 7 17/6							
1769	8 -	7 -						
1770	6 - to 7 -	7 5						
1783	8 - to 7 7	7 -						
1784	8 -	7 10						
1797	11 5	- - -	- - -	18 15	- - -	22 -		
1798	10 -							
1799	—							
1800	—							
1801	22 - to 28 -	- - -	- - -	36 -				
1804	19 -	19 -						
1805	- - -	18 15	- - -	- - -	32 -			
1811	- - -	- - -	- - -	- - -	- - -	30 - to 34 -	30 - to 33 -	
1812	—							
1813	—							
1814	- - -	- - -	- - -	- - -	- - -	30 -	35 - to 30 -	
1815	—							
1816	—							
1817	—							
1818	—							
1819	- - -	21 -	- - -	- - -	- - -	18 -	17 10	
1820	- - -	- - -	19 10	- - -	29 -	18 -	16 10	
1821	- - -	- - -	- - -	- - -	- - -	- - -	14 10 to 15 -	
1822	- - -	- - -	21 -	- - -	- - -	- - -	15 - to 16 5	27 10
1823	- - -	- - -	- - -	29 -	29 -	- - -	16 -	28 -
1824	- - -	- - -	- - -	- - -	- - -	17 10	16 - to 18 -	29 - to 30 5
1825	- - -	- - -	- - -	- - -	- - -	- - -	16 10 to 17 10	29 10 to 32 10
1826	- - -	- - -	- - -	- - -	- - -	- - -	15 5 to 15 15	29 15
1827	- - -	- - -	- - -	- - -	- - -	- - -	13 10 to 14 5	
1828	- - -	- - -	- - -	- - -	- - -	- - -	14 - to 16 -	
1829	- - -	- - -	- - -	- - -	- - -	- - -	14 - to 16 10	27 -
1830	- - -	15 15	- - -	- - -	28 -	- - -	16 -	
1831	- - -	- - -	- - -	- - -	- - -	17 -	15 - to 16 10	
1832	- - -	- - -	- - -	- - -	- - -	- - -	14 - to 15 -	25 10
1833	—							

Years.	MEMEL. Memel Yellow Plank, per 120 of 12 ft. × 11 in. × 1½ in.	MEMEL. Memel White Plank, per 120 of 12 ft. × 11 in. × 1½ in.	MEMEL. Memel Yellow Battens, per 120 of 12 ft. × 11 in. × 1½ in.	DANZIG. Danzig Yellow Plank, under 12 ft. long, per 120 of 12 ft. × 12 in. × 1½ in.	DANZIG. Danzig Yellow Plank, 40 ft. × 12 in. × 3 in. the piece.	KONIGSBERG. Yellow Long Plank, the Piece of 40 ft. × 12 in. × 3 in.	PILLAU. Yellow Plank, under 21 ft. long, 12 ft. × 12 in. × 1½ in.
	£. s.	£. s.	£. s.	£. s.	s. | s.	s. d.	£. s.
1757	—						
1758	—						
1759	—						
1760	—						
1761	- - -	- - -	- - -	- - -	15		
1762	- - -	- - -	- - -	- - -	15		
1763	- - -	- - -	- - -	- - -	15		
1764	- - -	- - -	- - -	- - -	15 to 16		
1765	—						
1766	7 -						
1767	—						
1768	—						
1769	—						
1770	—						
1771	- - -	- - -	- - -	- - -	13		
1772	—						
1773	8 -						
1774	—						
1775	7 5						
1776	—						
1777	—						
1778	—						
1779	—						
1780	9 15						
1781	9 15						
1782	—						
1783	—						
1784	7 -						
1785	—						
1786	8 -						
1787	7 10						
1788	7 10						
1789	7 10						

(continued)

MEMEL—*continued.* / DANZIG—*continued.* / KONIGSBERG *continued.* / PILLAU—*continued*

Years.	Memel, Yellow Deals, 12 ft. × 11 in. × 1½ in.	Memel, Yellow Plank, per 120 of 12 ft. × 11 in. × 1½ in.	Memel White Plank, per 120 of 12 ft. × 11 in. × 1½ in.	Memel Yellow Battens, per 120 of 12 ft. × 11 in. × 1½ in.	Danzig Yellow Plank, under 21 ft. long, per 120 of 12 ft. × 12 in. × 1½ in.	Danzig Long Yellow Plank, the Piece of 40 ft. × 12 in. × 3 in. Best.	Danzig Long Yellow Plank, the Piece of 40 ft. × 12 in. × 3 in. Second.	Konigsberg Yellow Long Plank, the Piece of 40 ft. × 12 in. × 3 in.	Pillau Yellow Plank under 21 ft. long, 12 ft. × 12 in. × 1½ in.
	£. s.	£. s. / £. s.	£. s. / £. s.	£. s. / £. s.	£. s. / £. s.	s. d. / s.	s. / s. d.	s. d.	£. s.
1792	- - -	- - - / - - -	- - - / - - -	- - - / - - -	- - - / - - -	16 -			
1793	- - -	- - - / - - -	- - - / - - -	- - - / - - -	- - - / - - -	20 - to 21			
1794	- - -	- - - / - - -	- - - / - - -	- - - / - - -	- - - / - - -	18 - to 22			
1795	- - -	10 10 to 13 10	- - - / - - -	- - - / - - -	- - - / - - -	22 - to 23			
1796	- - -	10 - to 11 -	- - - / - - -	- - - / - - -	- - - / - - -	15 9 to 21			
1797	- - -	- - - / - - -	- - - / - - -	- - - / - - -	- - - / - - -	18 -			
1798	- - -	10 -	- - - / - - -	- - - / - - -	- - - / - - -	20 -			
1799	- - -	14 10	- - - / - - -	- - - / - - -	- - - / - - -	24 8 to 28			
1800	- - -	20 -	- - - / - - -	- - - / - - -	- - - / - - -	28 - to 32			
1801	- - -	- - - / - - -	- - - / - - -	- - - / - - -	- - - / - - -	32 - to 34	- - - / - - -	- - - / - - -	20 -
1802	- - -	- - - / - - -	- - - / - - -	- - - / - - -	- - - / - - -	23 - to 27	- - - / - - -	21 -	
1803	- - -	18 -	20 - / - - -	- - - / - - -	- - - / - - -	25 - to 32	- - - / - - -	25 -	
1804	- - -	19 - to 20 -	- - - / - - -	- - - / - - -	- - - / - - -	34 -			
1805	- - -	19 -	- - - / - - -	- - - / - - -	20 - / - - -	33 -			
1806	- - -	- - - / - - -	- - - / - - -	- - - / - - -	- - - / - - -	26 -			
1807	- - -	19 10 to 22 10	- - - / - - -	- - - / - - -	- - - / - - -	31 -			
1808	- - -	28 - to 37 -	- - - / - - -	- - - / - - -	- - - / - - -	50 - to 66			
1809	- - -	35 -	- - - / - - -	- - - / - - -	35 - / - - -	50 -			
1810	- - -	35 10 to 37 -	- - - / - - -	- - - / - - -	- - - / - - -	- - - / - - -	- - - / - - -	- - - / - - -	36 -
1811	- - -	35 - to 38 -	- - - / - - -	- - - / - - -	- - - / - - -	70 - to 75			
1812	—								
1813	—								
1814	- - -	30 -							
1815	—								
1816	—								
1817	—								
1818	- - -	- - - / - - -	- - - / - - -	- - - / - - -	- - - / - - -	33 -			
1819	—								
1820	- - -	17 10	15 10 / - - -	- - - / - - -	- - - / - - -	- - - / - - -	- - - / - - -	- - - / - - -	18 -
1821	- - -	- - - / - - -	- - - / - - -	- - - / - - -	16 10 to 19 10	32 -			
1822	- - -	18 - to 18 10	15 - / - - -	16 10 to 18 -	16 10 to 20 -	25 -	19		
1823	- - -	19 -	- - - / - - -	16 -	18 - to 20 -	27 - to 30	19 to 22 6	- - - / - - -	16 10
1824	- - -	16 - to 20 -	- - - / - - -	16 - to 18 -	17 15 to 20 10	28 -	22		
1825	- - -	18 10 to 20 -	15 10 to 17 -	- - - / - - -	19 - to 22 -	28 - to 30	20 to 21 -		
1826	- - -	17 - to 19 -	16 - / - - -	17 - to 17 10	14 - to 20 -	- - - / - - -	19		
1827	- - -	15 - to 17 -	13 10 to 15 -	17 -	15 - to 20 10				
1828	- - -	16 - to 16 10	- - - / - - -	- - - / - - -	17 -				
1829	- - -	16 - to 17 10	- - - / - - -	- - - / - - -	- - - / - - -	- - - / - - -	18 to 22 -		
1830	- - -	16 10 to 18 -	- - - / - - -	- - - / - - -	19 10				
1831	- - -	17 - to 18 5	- - - / - - -	- - - / - - -	17 10 to 19 -				
1832	- - -	17 10							
1833	- - -	18 -	- - - / - - -	- - - / - - -	19 10				

AMERICAN DEALS.

1757, £.9. 3s. - - 1779, £.8. - - 1771, £.7. 13s. - - 1773, £.12. Broad.

QUEBEC. / ST. JOHN'S or ST. ANDREW NEW BRUNSWIC

Years.	Yellow Pine Deals. Best. Per 120 Pieces of 12 ft. × 11 in. × 1½ in.	Yellow Pine Deals. Clear of knots. Per 120 Pieces of 12 ft. × 11 in. × 1½ in.	Yellow Pine Deals. Second. Per 120 Pieces of 12 ft. × 11 in. × 1½ in.	Red Pine Deals. Best. Per 120 Pieces of 12 ft. × 9 in. × 3 in.	Red Pine Deals. Second. Per 120 Pieces of 12 ft. × 9 in. × 3 in.	Red Pine Deals. Third. Per 120 Pieces of 12 ft. × 9 in. × 3 in.	Red Pine Plank. Best. Per 120 Pieces of 12ft. by 11 in. × 1½ in	White Spruce Deals. Best. Per 120 Pieces of 12 ft. × 9 in. × 3 in.	White Spruce Deals. Second. Per 120 Pieces of 12 ft. × 9 in. × 3 in.	White Spruce Deals. Best. Per 120 Pieces of 12 ft. × 9 in. × 3 in.	W. Spru Deals. Second. Per 12 Pieces 12ft. × 9 × 3 in.
	£. s. / £. s.	£. s. / £. s.	£. s. / £. s.	£. s. / £. s.	£. s.	£. s.	£. s.	£. s. / £. s.	£. s. / £. s.	£. s. / £. s.	£. s.
1808	30 -										
1809	43 -										
1812	26 -										
1815	33 -										
1817	17 2 6										
1819	18 10										
1820	13 - to 16 -	- - - / - - -	- - - / - - -	- - - / - - -	- - -	- - -	- - -	26 -			
1821	13 5 to 14 10	16 -	- - - / - - -	- - - / - - -	- - -	- - -	- - -	24 - to 26 -	21 -	21 -	
1822	13 5 to 16 -	16 - to 19 -	12 - to 13 -	- - - / - - -	23 -	- - -	- - -	24 - to 25 -	22 -	22 -	
1823	16 10 to 18 10	17 - to 18 -	- - - / - - -	27 - to 31 -	25 -	- - -	- - -	25 - to 27 -	22 - to 23 -	25 10	
1824	16 - to 19 -	18 10	- - - / - - -	27 10	- - -	- - -	- - -	24 - to 27 -	- - - / - - -	26 -	
1825	16 - to 19 -	18 10	15 - / - - -	27 -	25 -	- - -	- - -	24 - to 27 -	- - - / - - -	26 10	
1826	14 -	18 - to 19 -	10 10 to 11 -	25 10	21 -	- - -	- - -	22 - to 24 -	18 - to 19 -	19 -	
1827	16 - to 18 -	- - - / - - -	11 - to 12 10	25 -	22 -	- - -	- - -	23 6	20 10	21 -	
1828	15 10 to 16 -	18 -	12 10 / - - -	25 -	21 -	- - -	- - -	21 - to 23 -	18 10 to 20 -	21 -	
1829	15 10 to 16 10	- - - / - - -	12 - to 13 10	24 10 to 25 10	- - -	- - -	- - -	23 -	20 10		
1830	14 - to 16 10	- - - / - - -	13 - / - - -	25 10 to 26 -	22 -	- - -	- - -	22 - to 23 9	20 - to 21 -	22 -	19
1831	- - - / - - -	- - - / - - -	12 - to 12 15	23 - to 26 -	22 -	19 10	16 -	21 - to 20 -	19 -	19 10 to 20 -	18 10
1832	- - - / - - -	- - - / - - -	- - - / - - -	26 -	23 -	19 10	14 -	21 -	18 10 to 19 10		
1833	- - - / - - -	- - - / - - -	- - - / - - -	23 - to 26 -	22 -	- - -	- - -	22 - to 22 -	19 -	20 - to 21 -	19 -

FIR TIMBER.

BALTIC (Eastern Coast).

Years.	RIGA, the Load of 50 cubic feet.	MEMEL.	DANZIG.	STETTIN.	KONINGSBERG	PILLAU.	PETERSBURGH.	NARVA.
	s. d. | s. d.	s. d. | s. d.	s. d. | s. d.	s. d. | s. d.	s. d. | s. d.	s. d. | s. d.	s. d. | s. d.	s. d.
1757	48 –							
1758	47 – to 52 –	- - -	55 – to 51 –					
1759	50 – to 52 –	- - -	50 – to 53 –					
1760	47 – to 48 –	- - -						
1761	48 – to 55 –	- - -						
1762	56 – to 57 –	- - -	55 –					
1763	49 – to 52 –	- - -	50 – to 54 –	47 6	- - -	- - -	- - -	49 –
1764	45 – to 50 –	40 –	53 – to 42 –	32 6	- - -	- - -	- - -	46 –
1765	47 –	- - -	46 – to 48 –	- - -	30 –	- - -	- - -	42 –
1766	39 – to 43 –	35 – to 40 –	35 – to 36 –					
1767	38 – to 41 –	36 –						
1768	40 – to 42 –	35 – to 36 –						
1769	42 – to 44 –	38 – to 40 –						
1770	45 – to 47 –	39 –	42 –					
1771	47 – to 51 –	42 – to 44 –						
1772	43 – to 45 –	37 – to 40 –						
1773	40 – to 43 –	32 – to 40 –						
1774	38 – to 44 –	32 – to 35 –						
1775	40 – to 46 –	36 – to 42 –						
1776	50 – to 51 –	38 – to 47 –						
1777	52 –	44 – to 49 –						
1778	46 –	40 – to 46 –						
1779	46 – to 56 –	43 – to 47 –						
1780	50 – to 60 –	48 – to 50 –						
1781	72 – to 82 –	50 – to 78 –						
1782	73 – to 74 –	66 – to 73 –						
1783	40 –	46 – to 33 –						
1784	42 –	32 – to 44 –						
1785	- - -	33 – to 39 –						
1786	35 – to 43 –	34 – to 37 –						
1787	43 –	36 – to 40 –						
1788	47 –	34 – to 42 –	45 – to 50 –	- - -	50 –			
1789	- - -	33 – to 41 –	42 – to 45 –					
1790	- - -	39 – to 58 –	46 –					
1791	- - -	63 – to 49 –	54 –					
1792	- - -	45 – to 54 –	57 – to 58 –					
1793	- - -	48 – to 64 –	52 –	- - -	70 –			
1794	57 – to 80 –	45 – to 71 –	60 – to 8 –	- - -	46 – to 57 –			
1795	- - -	58 – to 75 –	- - -	65 – to 66 –	66 –	66 –	59 – to 62 –	
1796	75 –	59 – to 73 –	72 –	64 –	- - -	70 –		
1797	- - -	54 –	- - -	- - -	- - -	- - -	54 –	
1798	67 –	53 – to 78 –	90 –	70 –	- - -	73 –		
1799	80 –	67 – to 107 –	100 –	100 – to 110 –	- - -	- - -	68 –	
1800	- - -	95 – to 110 –	105 –	92 6 to 95 –	- - -	102 6		
1801	- - -	100 – to 110 –	100 – to 120 –	96 –	- - -	110 – to 115 –		
1802	- - -	78 – to 95 –	120 – to 80 –	81 – to 83 –	76 –			
1803	- - -	84 – to 117 6	84 – to 110 –	82 6 to 117 6				
1804	93 –	86 – to 97 6						
1805	- - -	92 6 to 105 –	94 – to 95 –	90 – to 95 –				
1806	142 6	95 – to 142 6	140 –	- - -	- - -	98 –	- - -	145 –
1807	165 – to 197 6	120 – to 150 –	135 –	140 – to 147 –	- - -	112 – to 125 –		
1808	220 – to 310 –	190 – to 300 –						
1809	320 –	320 –	225 – to 240 –	168 – to 240 –				
1810	230 –	220 – to 280 –	265 –	240 –				
1811	235 – to 240 –	- - -	242 –	255 –				
1812	130 – to 180 –	210 – to 230 –	250 –					
1813	135 – to 160 –	160 – to 220 –	- - -	195 –				
1814	- - -	120 – to 170 –	- - -	170 –				
1815	- - -	170 –	130 –					
1816	130 –	125 –	130 –					
1817	122 – to 132 –	- - -	120 –					
1818	135 – to 140 –	140 –	132 6					
1819	126 –	110 – to 125 –	- - -	- - -	- - -	120 –	120 –	
1820	- - -	115 –	110 – to 120 –	- - -	- - -	122 6		
1821	- - -	100 – to 127 –	105 – to 120 –					
1822	- - -	100 – to 105 –	107 6 to 110 –					
1823	105 –	102 – to 107 –	108 – to 112 –	102 6 to 107 6	- - -	105 –		
1824	107 6	101 – to 107 6	100 – to 115 –					
1825	- - -	104 – to 127 6	120 – to 106 –	110 – to 120 –				
1826	103 6	90 – to 115 –	92 6 to 115 –					
1827	103 6 to 104 6	95 – to 107 6	92 6 to 102 6					
1828	97 –	93 – to 104 –	95 – to 100 –					
1829	101 –	96 – to 102 6	105 –					
1830	- - -	95 – to 101 –	80 – to 102 6					
1831	107 6	100 – to 107 6	100 – to 110 –					
1832	102 6	95 – to 107 6	100 – to 105 –					
1833	105 – to 107 6	97 6 to 102 6	92 6 to 107 6					

FIR TIMBER—*continued.*

Years.	NORTHERN RUSSIA. ARCHANGEL.	NORTHERN RUSSIA. ONEGA.	SWEDEN. STOCKHOLM or GEFFLE.	SWEDEN. GOTTENBURGH.	NORWAY. Die Square, from Longsound, Porsground, Schien, Dram, &c.	NORWAY. Common Timber, nearly round, from the same Ports.	NORWAY. KRAGEROE.	SCOTLAND. Nearly Round.
	s. s.	s. d.	s. s.	s. s.	s. s. d.	s. s.	s. s.	s.
1757	- - -	- - -	- - -	- - -	35 to 36 -	24 to 29	33	
1758	- - -	- - -	- - -	- - -	38	31 to 34	33	
1759	- - -	- - -	- - -	- - -	38	32 to 35		
1760	- - -	- - -	- - -	- - -	32 to 38 -	21 to 30		
1761	- - -	- - -	- - -	- - -	38 to 40 -	30	36	
1762	- - -	- - -	- - -	- - -	40	30 to 35	33 to 35	
1763	- - -	- - -	- - -	- - -	40 to 40 -	32 to 33	33 to 36	
1764	- - -	- - -	- - -	- - -	40	30 to 32	32 to 33	
1765	- - -	- - -	- - -	- - -	40	28 to 33		
1766	- - -	- - -	- - -	- - -	35	30	25	
1767	- - -	- - -	- - -	- - -	30	25 to 26		
1768	- - -	- - -	- - -	- - -	30	22 to 27		
1769	- - -	- - -	- - -	- - -	30	22 to 25		
1770	- - -	- - -	- - -	- - -	32	24 to 26		
1771	- - -	18 -	- - -	- - -	36	27		
1772	- - -	10 -	- - -	- - -	33 to 35 -	26 to 28		
1773	- - -	12 -	- - -	- - -	28 to 30 -	20 to 28		
1774	- - -	- - -	- - -	- - -	28	18/8 to 22	24	
1775	- - -	- - -	- - -	- - -	28	19 to 21		
1776	- - -	- - -	- - -	- - -	36	23	30	
1777	- - -	- - -	- - -	- - -	36	30		
1778	- - -	- - -	- - -	- - -	36 to 38 -	30	30	
1779	- - -	- - -	- - -	- - -	35 to 36 -	28 to 32		
1780	- - -	- - -	- - -	- - -	40	28 to 32	32	
1781	- - -	- - -	- - -	- - -	44 to 52 -	34 to 42	36 to 48	
1782	- - -	- - -	- - -	- - -	52 to 54 -	42 to 46		
1783	- - -	- - -	- - -	- - -	42 to 25 -	32 to 21	34 to 23	
1784	- - -	- - -	- - -	- - -	28 to 32 -	21 to 24	30 to 32	
1785	- - -	- - -	- - -	- - -	28 to 32 -	21 to 24	23 to 25	
1786	- - -	- - -	- - -	- - -	28 to 32 -	21 to 24	25 to 29	
1787	- - -	- - -	- - -	- - -	28 to 30 -	22 to 25	26 to 29	
1788	- - -	- - -	- - -	- - -	27 to 30 -	21 to 25	26	
1789	- - -	- - -	- - -	- - -	29 to 31 -	24 to 25	26 to 28	
1790	- - -	- - -	- - -	- - -	31 to 34 -	28 to 28	28	
1791	57	- - -	- - -	- - -	40 to 48 -	32 to 40	36 to 49	
1792	- - -	- - -	- - -	- - -	40 to 42 -	32 to 36	36 to 38	
1793	- - -	- - -	- - -	- - -	37 to 42 -	31 to 36	36 to 42	
1794	59 to 60	- - -	- - -	- - -	38	30	33 to 42	
1795	- - -	- - -	- - -	- - -	47 to 56 -	40 to 41	45	
1796	- - -	- - -	- - -	- - -	45 to 55 -	32	44 to 47	
1797	- - -	- - -	- - -	- - -	45	40		
1798	—							
1799	- - -	- - -	- - -	- - -	70 to 80 -	73	63 to 65	
1800	- - -	- - -	- - -	- - -	80	- - -	70	
1801	- - -	- - -	108	- - -	84			
1802	- - -	- - -	85	- - -	70			
1803	- - -	- - -	- - -	- - -	70 to 80 -	65		
1804	- - -	- - -	85	- - -	80			
1805	- - -	- - -	- - -	- - -	85 to 87 6	- - -	50 to 75	
1806	- - -	- - -	- - -	- - -	90 to 100 -			
1807	- - -	- - -	- - -	- - -	100	60 to 90		
1808	- - -	- - -	240	- - -	- - -	- - -	120	
1809	- - -	- - -	220 to 280	165 to 220	- - -	150	- - -	130
1810	- - -	- - -	220 to 250	140	140 to 170 -	120	- - -	90
1811	- - -	- - -	220	190 to 180	135 to 152 -	100 to 130	112/6	
1812	- - -	- - -	195	- - -	- - -	85 to 140	135	
1813	- - -	- - -	200 to 215	- - -	- - -	- - -	135	
1814	- - -	- - -	190 to 200	- - -	155			
1815	- - -	- - -	- - -	- - -	100 to 120 -			
1816	- - -	- - -	- - -	- - -	86	130		
1817	- - -	- - -	- - -	- - -	105			
1818	- - -	- - -	- - -	- - -	115 to 117 -			
1819	- - -	- - -	- - -	- - -	115			
1820	- - -	- - -	- - -	107/6				
1821	—							
1822	—							
1823	- - -	- - -	100	- - -	100 to 102 6			
1824	- - -	- - -	- - -	- - -	102 to 105 -			
1825	- - -	- - -	- - -	- - -	102			
1826	- - -	- - -	- - -	- - -	92/6 to 95 -			
1827	—							
1828	—							
1829	—							
1830	—							
1831	—							
1832	—							
1833	—							

AMERICAN FIR TIMBER.

Years.	1769, 44s. QUEBEC. Yellow Pine. Per Load of 50 cubic feet.	1770, 44s. ST. JOHN'S. Yellow Pine. —	1770, 44s. MIRAMICHI. Yellow Pine. —	1771, 42s. MIRAMICHI. The same Cargo assorted and prized according to qualify. —			1772, 44s. PRINCE EDWARD'S ISLAND. Yellow Pine. —	1774, 32s. QUEBEC. Red Pine. —	1774, 32s. ST. JOHN'S. Red Pine. —	1774, 32s. MIRAMICHI. Red Pine. —	PITCH PINE, Growth of United States, via Halifax,,
				Large and clean, for Musical Instrument Makers.	Small and clean.	Knotty, and only fit for Builders.					
	s. s.	s. d. s. d.	s. d. s. d.	s.	s.	s.	s. s.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s.
1805	- - -	- - -	- - -				- - -	- - -	- - -	95 -	
1806	150										
1807	130	- - -	- - -				- - -	- - -	- - -	72 6 to 86 3	
1808	- - -	245 -	- - -				- - -	250 -	- - -	80 -	
1809	200 to 215										
1811	220	- - -	- - -				140	210 -			
1812	- - -	- - -	- - -				140				
1813	190	- - -	- - -				130				
1814	180										
1816	80	84 -	- - -				- - -	100 -			
1818	95 to 100	- - -	- - -				- - -	110 - to 125 -			
1819	80	70 -	- - -				- - -	107 - to 110 -	87 - to 90 -		
1820	- - -	70 -	- - -				- - -	90 - to 95 -			
1821	65	63 - to 64 -	65 -	-	-	-	60	87 - to 96 -	82 - to 90 -		
1822	80	70 - to 72 6	74 -	-	-	-	- - -	92 - to 102 -	81 - to 95 -		
1823	82 to 90	- - -	82 6 to 84 -	-	-	-	- - -	97 - to 105 -			
1824	80 to 83	- - -	- - -	-	-	-	- - -	97 6			
1825	90 to 92	- - -	85 - to 95 -	-	-	-	60	110 -	87		
1826	- - -	55 - to 60 -	77 -	-	-	-	- - -	85 - to 90 -	75		
1827	- - -	52 6	61 - to 77 -	-	-	-	61 to 64	97 - to 72 6			
1828	- - -	60 -	59 - to 75 -	-	-	-	- - -	77 6 to 97 6	75 - to 80 -		
1829	70	70 -	50 - to 86 -	70	60	50	- - -	90 - to 105 -			
1830	- - -	- - -	55 - to 80 -	80	70	55	- - -	84 - to 87 6	78 6		
1831	- - -	- - -	65 - to 78 -	-	-	-	62	82 6 to 87 6	- - -	- -	55
1832	72 6	- - -	60 - to 72 -	-	-	-	60	76 3 to 90 -			
1833	- - -	- - -	65 - to 75 -	-	-	-	- - -	90 - to 92 6			

WAINSCOT.

Years.	DUTCH WAINSCOT. One Board, 12 ft. long, 1 in. thk.	One Board, 9 ft. long, 1 in. thk.	One Board, 6 ft. long, 1 in. thk.	Logs, the Piece, 12 feet long.	RIGA WAINSCOT. Logs, the Piece, 14 feet long, about 18 cubic ft.	Half Logs, the Piece, 7 ft. long, about 6 cubic ft.	MEMEL WAINSCOT. Logs, the Load, of 50 cubic feet.
	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d.	s. d. s. d.	s. d. s. d.	
1757	3 2	2 -	1 3	- - -	25 -	7 - to 7 6	
1758	3 2	2 -	1 3	- - -	25 -	7 6 to 8 -	
1759	3 2	2 -	1 3	- - -	26 -	8 6 to 9 -	
1760	3 2 to 3 3	2 -	1 3	- - -	22 - to 24 -	7 6 to 8 -	
1761	3 2	2 -	1 3	- - -	24 - to 28 -	7 6 to 9 -	
1762	3 4	2 -	1 4	- - -	28 - to 29 -	8 6 to 9 -	
1763	3 9 to 4 -	2 3	1 5 to 1 6	- - -	25 - to 28 -	7 6 to 9 -	
1764	4 -	2 4	1 6	- - -	28 - to 29 -	8 - to 9 -	
1765	4 -	2 4	1 6 to 1 7	- - -	30 -	10 -	
1766	3 8 to 3 9	2 3 to 2 6	1 6 to 1 10	- - -	28 - to 29 -	8 6	
1767	3 6	2 1	1 4	- - -	28 - to 29 6	8 - to 9 6	
1768	3 6	2 - to 2 2	1 4 to 1 5	- - -	27 -	8 - to 8 6	
1769	3 6 to 3 3	2 -	1 3	- - -	26 - to 27 3	8 3	
1770	3 6 to 3 -	2 -	1 5 to 1 3	- - -	29 -	9 -	
1771	3 6 to 3 -	2 3 to 2 -	1 3 to 1 5	- - -	26 - to 30 -	9 -	
1772	3 -	2 -	1 3	- - -	29 - to 29 6	9 - to 9 6	
1773	3 -	2 -	1 3	- - -	30 -	7 - to 9 6	
1774	3 6	2 -	1 5	- - -	29 - to 30 -	9 6	
1775	3 6	2 -	1 5	- - -	29 - to 30 -	9 -	
1776	3 6	2 -	1 5	- - -	32 -	10 6	
1777	3 6	2 -	1 4	- - -	33 - to 35 -	11 -	
1778	3 7	2 -	1 4	63 -	34 -		
1779	3 8	- - -	- - -	60 -	30 -		
1780	4 - to 5 -	- - -	- - -	- - -	30 - to 40 -	10 - to 12 -	
1781	5 - to 6 6	- - -	- - -	- - -	38 -	12 -	
1782	5 6	- - -	- - -	- - -	45 -	14 6 to 15 -	
1783	5 6	- - -	- - -	- - -	37 - to 35 -	16 - to 11 -	
1784	5 6	- - -	- - -	- - -	37 - to 40 -	9 6 to 12 6	
1785	5 6	- - -	- - -	- - -	36 - to 42 -	12 - to 13 6	
1786	6 -	- - -	- - -	- - -	39 - to 25 -	12 - to 9 -	

(continued)

Years.	DUTCH WAINSCOT. One Board, 12 feet long, 1 inch thick.	One Board, 9 ft. long, 1 in. thick.	One Board, 6 ft. long, 1 in. thick.	Logs, the Piece, 12 feet long.	RIGA WAINSCOT. Logs, 14 ft. long, the Piece, about 18 cubic feet.	Half Logs, the Piece, 7 ft. long, about 6 cubic ft.	MEMEL WAINCOT. Logs, the Load, of 50 cubic feet.	ODESSA WAINSCOT. Logs, the Piece of 18 cubic feet.
	s. d. s. d.				s. d. s. d.	s. d. s. d.	s. d. s. d.	s.
1787	6 –	- -	- -	- - -	35 –	11 6		
1788	5 –	- -	- -	- - -	23 – to 33 –	9 – to 11 6		
1789	- - -	- -	- -	- - -	33 – to 34 –	10 6		
1790	- - -	- -	- -	- - -	21 – to 41 –	12 –		
1791	5 –	- -	- -	- - -	42 – to 46 –	16 –		
1792	5 – to 5 6	- -	- -	- - -	60 –	15 – to 17 –		
1793	5 – to 5 6	- -	- -	- - -	43 – to 53 –	13 – to 18 –		
1794	- - -	- -	- -	- - -	40 –			
1795	- - -	- -	- -	- - -	28 6 to 55 –	16 – to 17 –		
1796	- - -	- -	- -	- - -	44 – to 56 –	13 – to 17 –		
1797	- - -	- -	- -	- - -	46 – to 49 –	13 – to 14 –		
1798	- - -	- -	- -	- - -	55 – to 70 –	16 – to 17 –		
1799	- - -	- -	- -	- - -	55 – to 110 –	16 – to 30 –		
1800	- - -	- -	- -	- - -	105 – to 68 –			
1801	- - -	- -	- -	- - -	68 –			
1802	6 6	- -	- -	- - -	61 – to 80 –	17 3		
1803	7 6	- -	- -	- - -	75 – to 77 –	24 – to 25 –		
1804	- - -	- -	- -	- - -	80 – to 88 –			
1805	- - -	- -	- -	- - -	94 – to 100 –	24 –		
1806	- - -	- -	- -	- - -	92 – to 100 –	30 –		
1807	- - -	- -	- -	- - -	80 – to 120 –	35 –		
1808	- - -	- -	- -	- - -	120 – to 135 –			
1809	- - -	- -	- -	- - -	145 – to 170 –			
1810	- - -	- -	- -	- - -	150 – to 183 –			
1811	- - -	- -	- -	- - -	147 – to 160 –	50 –		
1812	- - -	- -	- -	- - -	150 – to 155 –			
1813	- - -	- -	- -	- - -	140 –			
1814	12 –	- -	- -	- - - 15 *l.* per load -	130			
1815	12 –	- -	- -	- - - 14 *l.* per load -	150 – to 125 –			
1816	- - -	- -	- -	- - -	102 – to 87 –	29 2		
1817	- - -	- -	- -	- - -	80 – to 120 –			
1818	- - -	- -	- -	- - -	90 – to 101 –			
1819	- - -	- -	- -	- - -	97 – to 110 –			
1820	- - -	- -	- -	- - -	90 – to 95 –	28 – to 30 –		
1821	- - -	- -	- -	- - -	86 – to 89 –			
1822	- - -	- -	- -	- - -	85 – to 89 –	- - -	108 – a piece	
1823	- - -	- -	- -	- - -	85 – to 95 –	32 6		
1824	- - -	- -	- -	- - -	81 – to 100 –	29 – to 40 –	106 6 a piece	
1825	- - -	- -	- -	- - -	90 – to 100 –	- - -	11 16 to 12 5 per load.	
1826	- - -	- -	- -	- - -	70 – to 93 –	23 – to 25 –	11 3 to 12 2	
1827	- - -	- -	- -	- - -	60 – to 85 –	25 –	11 8	
1828	- - -	- -	- -	- - -	83 – to 84 –	- - -	10 15	
1829	- - -	- -	- -	- - -	86 – to 89 6			
1830	- - -	- -	- -	- - -	70 – to 85 –			
1831	- - -	- -	- -	- - -	80 –			
1832	- - -	- -	- -	- - -	81 6			
1833	- - -	- -	- -	- - -	- - -	- - -	- - -	75
1834	- - -	- -	- -	- - -	- - -	- - -	- - -	75
1835	- - -	- -	- -	- - -	- - -	- - -	- - -	85

AMERICAN OAK.

Years.	Virginia, per Load.	Maryland, per Load.	New York, per Load.	Casco Bay, per Load.	American, per Load.	Quebec, per Load.	Halifax, per Load.
	s. d.	s. d.	s. d.	s. s.	s. d.	s. d. s. d.	s. d.
1764	50 –						
1765	50 –						
1766	- - -	55 –	- - -	60	- - -	70 –	
1767	60 –	- - -	- - -	60	- - -	65 –	
1768	- - -	- - -	- - -	- - -	- - -	65 –	
1769	- - -	- - -	- - -	63 to 65	60 –		
1773	- - -	- - -	- - -	- - -	- - -	- - -	60 –
1774	- - -	- - -	60 –				
1800	- - -	- - -	- - -	- - -	- - -	210 –	
1807	- - -	- - -	- - -	- - -	- - -	210 –	
1820	- - -	- - -	- - -	- - -	- - -	140 – to 160 –	
1821	- - -	- - -	- - -	- -	- - -	120 –	
1822	- - -	- - -	- - -	- - -	- - -	125 –	
1823	- - -	- - -	- - -	- - -	- - -	107 – to 150 –	
1824	- - -	- - -	- - -	- - -	- - -	130 –	
1825	- - -	- - -	- - -	- - -	- - -	132 – to 199 –	
1826	- - -	- - -	- - -	- - -	- - -	110 – to 150 –	
1827	- - -	- - -	- - -	- - -	- - -	109 –	
1828	- - -	- - -	- - -	- - -	- - -	110 – to 130 –	
1829	- - -	- - -	- - -	- - -	- - -	102 6 to 110 –	
1830	- - -	- - -	- - -	- - -	- - -	80 – to 95 –	
1831	- - -	- - -	- - -	- - -	- - -	115 – to 120 –	
1832	- - -	- - -	- - -	- - -	- - -	112 – to 120 –	
1833	- - -	- - -	- - -	- - -	- - -	120 –	

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1. *Export of, to the North American Colonies:*

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Protecting Duties. Those on Swedish iron and American timber having effected their objects, should now be abolished, *Warburton* 5125.

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1. *Colonial.*
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1. *Colonial:*

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Settlements. Settlements are usually preceded by lumbering, *Neilson* 2167–2184——Parts of Canada in which great settlements have been made wholly independent of the lumber trade, *Revans* 2538–2541. 2547–2550——The settlements of the country would go on more rapidly if the timber trade did not exist, *Revans* 2542, 2543.
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1. *Effect of Timber Duties on.*
2. *Increase of Ship-building.*
3. *Materials used in Ship-building.*
4. *Cost of Ship-building.*

1. *Effect of Timber Duties on:*

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Taking the whole country, there is an annual increase of ships built, some ports have decreased while others have increased, *Solly* 1710–1712——Number of ships built annually, 1825 to 1834, *Pemberton* 2839–2841——Building of small craft has increased at Cork and Waterford, *Astle* 4836, 4837——Cause of ship-building increasing at Sunderland, while it decreases in other ports, *Spence* 4433–4436, 4471–4474. 4495–4501——Ships built on speculation, and timber merchants often obliged to take the ships in payment, *Spence* 4463–4470.

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Ship-owners. They sometimes turn importers of timber when freights ars low, but it is not usual for merchants importing foreign timber to be ship-owners, *Warburton* 5150–5152.
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SHIPPING:

I. *Generally.*

II. *Employed in the Colonial Trade.*

III. *Effect of altering Timber Duties on the Employment of British Shipping:*
1. In the Colonial Trade.
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IV. *Competition between British and Foreign Shipping:*
1. Comparative Navigation Expenses, Wages, Victualling, &c.
2. Sailing Facilities.
3. Comparative Imports in British and Foreign Ships.

I. *Generally:*

Ships coming from St. Petersburgh that have proceeded with sugar from the Brazils are too valuable to load wood cargoes, *Mitchell* 227——Different mode of rating ships at Lloyds will prevent serviceable ships being thrown out of the first class as early as they were formerly, *Solly* 1645–1655——Cork vessels are not sent to the Baltic, *Deane* 5010, 5011——Many old ships at Sunderland for sale, for which purchasers cannot be found, *Spence* 4437—4441——Low price of ships built at New Brunswick, now for sale at Cork, *Parker* 1340 1345——Shipping property has not for some years been on an average yielding a profit, *Warburton* 5136——Objection by ship-owners to bring home entire cargoes of wainscot logs caused witness to purchase a ship upon which he would have sustained a decided loss, but from the necessity of importing his logs, *Warburton* 5136–5142.

II. *Employed in the Colonial Trade:*

Ships are of a larger size in the American than the Baltic trade, though small ships go to both, *Bateman* 1023–1026——Value to the shipping ports of the Colonies of the whole aggregate of timber exported, *Bliss* 2285–2288——Number of vessels and amount of tonnage that cleared from Quebec in 1834, *Pemberton* 2756–2763——Other places than the United Kingdom that ships entering the port of Quebec are destined, *Pemberton* 2810, 2811——Increased importation of Colonial timber has caused an increased employment for British shipping, *Anderson* 4242–4247——Ships employed in the lumber trade are generally old ships, *Miller* 4547–4548——Extent of the shipping employed is no evidence of the prosperity of the trade, *Miller* 4664-4667——Proportion of Irish tonnage engaged in the North American trade, *Astle* 4783, 4784——Description of ships employed in the timber trade from Dublin, *Astle* 4732–4736——Shipping employed by the British North American Colonies in all parts of the world, inwards and outwards, in 1833, *App. p.* 382——To what extent ships in the Baltic or Canada trade lay up during the winter, or seek other employment, *Solly* 1693–1709.

III. *Effect of altering Timber Duties on the Employment of British Shipping:*

1. In the Colonial Trade:

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1. Comparative Navigation Expenses, Wages, Victualling, &c.—*continued.*

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2. Sailing Facilities:

Examination showing Foreign ships to be fully equal to British in building, navigation, &c., *Spence* 4482–4494——Norwegian ships conveying timber are of inferior quality, and not suited to general cargoes or distant voyages, *Bateman* 1072, 1073——British ships have not generally a greater capacity of tonnage than Norwegian ships, *Carter* 3992–3994——Sailing qualities, as regards expedition, are very much in favour of British ships, *Solly* 1668, 1669——Advantage Baltic ships have over British, in being able to sail sooner after the frost breaks up, *Gilmour* 3654, *Carter* 3970–3972.

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3 Comparative Imports in British and Foreign Ships:

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The principal imports from Sweden come in Norwegian vessels, but little in British, and still less in Swedish, *Dickson* 524–528——British tonnage employed in the general trade of Sweden is greater than the Swedish, *Prescott* 853, 854——Increase in the shipping of Northern Nations over British, in the trade with those nations, *Carter* 3940, 3941——Tonnage entered inwards in the United Kingdom from Sweden, Norway, Denmark and Prussia, showing the decrease of British, 1816 to 1834, *Carter* 3941——Entries inwards of Norway and British ships into the United Kingdom, 1828 to 1833, *Carter* 3941——Number of Norway ships and their tonnage, and the number of English ships and their tonnage, that have entered the port of London with wood cargoes from Norway, 1828 to 1834, *Carter* 3941——Number of British and Foreign vessels arriving at Liverpool from the Baltic, with greater proportion of the latter, *Miller* 4521, 4522——Tonnage of British wood-laden ships from the Colonies which entered the port of London during the first six months of 1835, *Carter* 3971——From the Baltic, *Carter* 3971——Statement showing the numbers of men, and expense of wages and provisions on board British ships, *Anderson* 4069.

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Restrictions as to cutting timber in the Prussian forests, 1598, 1599——Size of vessels that can clear Memel bar, 1603–1615——If the trade to Memel was doubled, the greater portion of the carrying trade would fall to British ships, 1616, 1617——British ship-owners can navigate a great deal cheaper than Prussian, 1618–1625——Comparative cost of building or buying ships in the timber trade, 1626–1634——In the event of a transfer of the Canadian trade to the Baltic, the employment sought by British ships would prevent the foreigner building new ones, 1635–1637——Whether the greater transfer would be to Memel or Dantzig, 1638, 1639——Wages on board Prussian ships as high as on board English ones, 1640——Apprentices are taken on board English ships, but not on board Prussian ships, 1640–1642——English ships preferred as being obtained cheaper than Prussian ships, 1643, 1644——Different mode of rating ships at Lloyd's will prevent serviceable ships being thrown out of the first class as early as they were formerly, 1645–1655.

Number of voyages annually performed from Memel and Dantzig by Prussian and English ships, 1656–1663——Number of working hours allowed by the Customs' regulations for unloading ships, 1664–1667——Sailing qualities, as regards expedition, are very much in favour of British ships, 1668, 1669——Manner in which British ships are enabled to perform more voyages in the year than Prussian ships, 1672–1675——Employment of ships in the Baltic trade in the summer, and in the coal trade in the winter, their tonnage, 1679–1692. 1777——To what extent ships in the Baltic or Canada trade lay up during the winter, 1693–1709——Annual increase of ships built, 1710–1712——Further evidence as to whether alteration of duties would reduce the imports of Canadian timber as well as increase those from Europe, 1713, 1714——Comparison as to the per centage of profit upon manufactures sent to the Colonies, and the remittance sent back, 1715–1719——Ships in the Petersburgh trade do not now remain all the year in the same trade, 1720–1728.

Course of voyages of ships in the timber trade, 1729, 1730——Qualities of European and Canadian staves, 1731–1742——More British than Russian ships employed in the deal trade, 1743–1747——Cause of the smallness of the Russian commercial navy, 1748——Proposition for altering duties on oak planks and staves, 1749–1756——Raising the duty on Canadian timber would increase the revenue, 1757–1760——Why diminution of price would not greatly increase consumption, 1760, 1761——Superior qualities of Baltic over Canadian timber, 1762–1766——Effect of diminishing the price of timber on holders of British built ships, 1767, 1768——Benefit of reducing duty on Baltic timber to yard-keepers, 1769–1773——Purposes for which yellow pine is used, 1763, 1774, 1775——Advantage if timber used for ship-building could be used without payment of duty, 1749. 1776, 1777——Difference in the freight from the Baltic and Canada to the south and west coasts of Great Britain, 1777.

Spain. The trade between Sweden and Spain has fallen off a good deal, *Dickson* 441.

Spence, John. (Analysis of his Evidence.)—Importations of timber from Africa, the Baltic and America, into Sunderland and Stockton, 4326–4329——Materials of which ships are built at Sunderland, 4330–4331——Opinions at Sunderland in favour of the present scale of duties, 4332, 4333——Quantity of ships at Sunderland in the British North American trade, 4334–4340——If an alteration of duties favours the importations from the Baltic, the Sunderland ships will not be able to find employment, 4341——The reciprocity treaties have given a premium in favour of the employment of Foreign over British ships, 4343–4350. 4406–4416. 4475–4481——Per centage Prussian ships can sail less than British, 4343–4349——Provisions in Prussian ships could not be eaten by British sailors, 4351——Extent of rise in price of Memel timber since the reduction of duty in 1821, 4352–4361——Present prices, and expectation of a rise every year, 4362–4367.

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ment, 4463–4470——Examination showing Foreign ships to be fully equal to British in building, navigation, &c., 4482–4494——Amount of remunerating profit to ship-owners in 1821, 4502, 4503——Present duties keep up a fair competition between all nations, 4504.

Spirits. There is a great tendency to the use of ardent spirits in the Colonies, *Bliss* 2319.

Stanstead. Stanstead is the largest township in Canada, and was preceded by lumbering down the Connecticut, *Neilson* 2178–2182.

Staves. Great importance of staves; they are to be distinctly considered from timber, *Hume* 97, 98——Freight of staves might rise if they could not continue to be brought over as broken stowage, *Hume* 101–105——Proportion of timber that would come from Quebec would prevent the stave trade from being lost, *Hume* 122——Qualities of European and Canadian staves, *Solly* 1731–1742——Proposition for altering duties on oak planks and staves, *Solly* 1749–1756——Diminished exportation of Canada timber would seriously affect the price of Canada staves, *Carter* 4035–4038——Importation of staves to Cork; advantages thereof, freight and price, *Deane* 5017–5024.
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Steam Saw Mills. The one at Quebec has never been successfully worked, *Revans* 2506——Steam saw mills objected to by the carpenters in Ireland, *Astle* 4840, 4841.

Stettin. A great deal of timber was formerly imported in the log from this port, *Warburton* 5113.

Stockholm Deals. The only port in Norway from which deals used to be imported to this country between 1757 and 1787; raising the duty increased the thickness of them, *Warburton* 5100——Prices of Stockholm deals in 1807 and subsequently, *Warburton* 5109——Comparison between the quality of these deals and those of the best yellow deals of Norway, *Warburton* 5159——Cost of importing deals from, in 1799, *Warburton* 5159.

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Sunderland. Importations of timber from Africa, the Baltic and America, into Sunderland and Stockton, *Spence* 4326–4329——Quantity of ships at Sunderland in the British North American trade, *Spence* 4334–4340——Foreign tonnage which arrived there 1834, *Spence* 4343——Description of cargoes taken out by Sunderland ships to Canada, *Spence* 4378–4380.
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Sundswall. Quality of deals formerly imported from thence, *Warburton* 5159.

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Swedish Deals. Length of Swedish deals have been suited to the English tariff, *Dickson* 361–367——Extent to which the Swedish importer has advantage over the Norwegian importer, *Dickson* 368–374——Manufacture of deals from Gottenburgh has improved since 1810, *Dickson* 386——Exportation of deals to England fell off 1815 to 1825, but have remained stationary ever since, *Dickson* 387–389——Exportation of deals to France since 1830, which has rather increased the price of the particular description, *Dickson* 390, 391——A smaller description of deals are exported to France than the English tariff allows to be exported to England, *Dickson* 412–437——Comparative price of, in England and France, *Dickson* 456–466——Dimensions of deals imported from Gottenburgh to England, *Dickson* 467–471——From Sweden generally, *Dickson* 473——Peculiar mode in which the English tariff is adjusted, interferes with the description of deals exported from Sweden, *Prescott* 806–808——Importation of deals, 1828 to 1834, showing decrease, *Prescott* 868–871——Rise in the price of deals in 1800, and 1807, on the interruption of commerce with Denmark, caused the import of deals from various parts in Sweden, *Warburton* 5100.
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Swedish Navy. Manner of supplying the Swedish navy with timber, *Dickson* 514, 515.

Swedish Shipping. Diminution in the tonnage belonging to Sweden employed 1828 to 1833, *Prescott* 863, 864——Tonnage of wood-laden Swedish ships which entered the port of London during the first six months of 1835, *Carter* 3971——Statement showing the numbers of men, and expense of wages and provisions on board Swedish ships, *Anderson* 4069.——*See* also *Shipping.*

Swedish Timber. Supply of Swedish timber could not be materially increased, *Dickson* 383——Method of purchasing timber in Sweden for sawing, *Dickson* 495–498——It is purchased from the forests in the log, *Dickson* 518, 519——But small remuneration to the

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the peasants for their timber, *Dickson* 520, 521——Trade with Sweden for timber in the log has entirely ceased, and that for deals diminished, *Dickson* 344–349, *Prescott* 790–792——Power of Sweden to increase her supply is very great if there was a remunerating price, *Prescott* 817——A great rise of price would bring an unlimited supply, as shown by the exports during the war in 1810 and 1811, *Prescott* 817. 837–839. 843–845.

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Temperance Societies. Have done much to diminish the use of spirits in the Colonies, *Bliss* 2319.

Timber. Alterations in duties to be made, consistent with the interests of the revenue, *Rep. p.* 3——Alteration of duties not to affect shipments made in 1836, *Rep. p.* 3——The most fit subject for importation without duty, if the revenue could spare it, *Hume* 56. 129——The market at present is adequately supplied with timber, both Baltic and Colonial, *Mitchell* 250–255, *Baker* 3118——Scarcity of timber between 1808 and 1811, and high freights from the Baltic, *Mitchell* 278–282——One year's supply of timber always necessary to be in hand at Memel on account of the time necessary to get it from the forests, *Mitchell* 307, 308——Supply of Memel and Dantzig timber in the market at present, *Bateman* 955–957. 999——An increased price would cause an unlimited supply from Russia and Prussia, *Bateman* 1043–1060——Comparative stock of foreign and colonial timber, deals, staves, &c., at the public docks, 1828 to 1830, *Solly* 1183——Average number of loads in a cargo, *Gilmour* 3545——Statement of the export of timber from Riga, 1785 to 1834, *App. p.* 379——Account of the quantities of fir timber, deals and battens, imported into the United Kingdom from 1788 to 1834, *App. p.* 384–386——An account of the quantities of the several descriptions of wood and timber retained for home consumption in the United Kingdom in 1833, and amount of duty received thereon, distinguishing the imports from the North of Europe, the British North American Colonies, and from other parts, *App. p.* 387–389——Timber in the log reduces in value by keeping, *Warburton* 5107.

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Timber Duties:

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2. *Opinions in favour of the present Duties.*
3. *Collection of Duties, and Suggestions for a different Mode of Collection.*
4. *Effect of present Duties on the Supply, and whether it would be benefited by any Alteration.*
5. *On Colonial Timber generally.*
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1. *Generally:*

Difference of duty between European and Colonial to be reduced; extent of reduction recommended; to be made consistent with the interests of the revenue, and without augmentation of duty on Colonial; not to affect shipments made in 1836; duty on deals to be made uniform throughout the kingdom, *Rep. p.* 3——Progressive increase of, 1787–1821, with statement showing the years of increase, *Hume* 1–3——Progress of the duties on European timber and deals from the year 1787, when imported in a British ship, and examination thereon, *Hume* 4–6, *White* 3011——Policy of the country with regard to timber duties, *Hume* 132, 133.

Proportion duty on Colonial deals bears to that on European, *Carter* 4039——Alteration of duties should be made with due consideration to a fair protection to the Colonies and shipping interest, *Deane* 4989–4996——To encourage the use of the best article, it should be put at the lowest point of duty, *White* 2945——Scale of timber duties in Ireland, *Parker* 1400–1404——Advantage thereof to Ireland, *Astle* 4700–4705——It operates disadvantageously in causing import of inferior deals, *Deane* 4850–4886. 4904. 4912——Recommendation that there should be an uniform method of taking the duty on deals throughout the United Kingdom, *Rep. p.* 3, *Deane* 4850–4886. 4904–4912.

2. *Opinions in favour of the present Duties:*

Swedish merchants have no wish to change the English tariff, *Dickson* 361–367——Timber merchants inimical to any change of duties, *Bateman* 922–924, *Revans* 2619–2621——Russian and Prussian merchants are against a change of duties, *Carter* 4016——Opinions at Sunderland in favour of the present scale of duties, *Spence* 4332, 4333——Present duties keep up a fair competition between all nations, *Spence* 4504.

3. *Collection of Duties, and Suggestions for a different Mode of Collection:*

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deals works well for all parties, *Spence* 4374–4376——Proposed regulation for taking the duties, *Solly* 1144, 1145——Manner in which the duty should be taken to prevent the timber in the log bearing a higher rate of duty than deals, *White* 2864–2866——Proposed scale of gradations from one to two feet; trouble it would give the Custom-house officer, *Baker* 3024——An account of the average dimensions of deals shipped by Europe, and of the cubic contents, showing present duty, and the amount that would be charged if they paid the same as timber, and showing loss to the revenue, *Norman* 766.

4. *Effect of present Duties on the Supply, and whether it would be benefited by any Alteration:*

Description of wood which the duty prevents being imported into this country, *Mitchell* 179, 180——Manner in which the duties affect a particular description of deal used for the finer purposes in the London market, *Dickson* 474–494——Manner different lengths of deals are affected by the duty, *Armstrong* 3340–3363——The effect of the present tariff on deals is to raise the price of shipment, and render them of worse quality, *Warburton* 5100——Only the ordinary descriptions would be excluded from the market if the protection reduced, *Norman* 688——Altering the tariff would afford this market a great additional quantity of wood, without any additional consumption of trees in the forest, *Solly* 1140——Evidence as to whether alteration of duties would reduce the imports of Canadian timber as well as increase those from Europe, *Solly* 1713, 1714.

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5. *On Colonial Timber generally:*

Duty first charged on Colonial timber in 1821; amount thereof, *Hume* 3——Imports of, quinquennially, with rates of duty, 1787 to 1833, *Hume* 7–11——Reports of the Lords' Committee of 1820 and the Commons of 1821 expressly state that no pledge was held out to the trade that the duties should not be changed and the old system renewed, *Hume* 18——Period at which the duty on Colonial timber became protective, *Hume* 18——Duty on American timber should be reduced one half, and that on Baltic timber reduced, *Parker* 1288–1294——Opinions of the Houses of Assembly in favour of the Colonial duties on timber remaining as they are, if the Colonies allowed to receive articles free from other countries, *M'Gregor* 1780. 1862–1868——Diminished importation has not taken place since the duty was put on, that amount having been got out of the shipowner, *Dowie* 3779–3782.

6. *Effect of increasing the Duty on Colonial Timber:*

Duty on Colonial timber not to be augmented, *Rep. p.* 3——Additional duty on Colonial timber would not diminish consumption, *Mitchell* 266——Would create more difficulty than a reduction of duty on foreign, *M'Gregor* 1936——Would cause discontent in the Colonies, *Bliss* 2404–2406——Would transfer the trade to the Baltic, *Gilmour* 3692, *Carter* 3934–3937——Would cause the very best to be imported at a higher price, *Dowie* 3761–3769——Would not improve the quality, *Dowie* 3787–3792——Would cause inferior timber to be supplied from Norway, *Dowie* 3770–3778——Could not be made up by a further reduction in freight, *Dowie* 3784–3786.

Would reduce revenue and cripple English interests dependant on the Canada trade, *Anderson* 4120–4128——Would increase revenue and price to the consumer, *Muir* 5091, 5092——Would produce disastrous effects on British shipping generally, *Miller* 4549–4555——Would affect the poor, *Deane* 5003——The feeling of merchants is rather in favour of an additional duty on Canada timber than a reduction on Baltic, because of the value of buildings already erected, *Bateman* 950–954——Small additional duty could be borne by Colonial timber; extent of increased duty that would divert the trade to the north of Europe, *Carter* 3934–3937.

7. *Effect of reducing Duties on European Timber:*

Difference of duty on European timber as compared with Colonial may be reduced, *Rep. p.* 3——Reduction not exceeding 15 *s.* per load a fair arrangement, *Rep. p.* 3——Effect of reducing the duty on Baltic timber, that on Colonial remaining the same, *Hume* 55–60——How far the supply from the Baltic would be increased by reducing the duty, *Hume* 73–76——Reduction of duty on Baltic timber would reduce the Colonial timber trade one half, but which with care might be prevented from being injurious, *Hume* 113–118——Reduction of half the trade would be of serious consequence to the merchants

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merchants and the Colonies, *M'Gregor* 1881–1884——They may be regulated either by increasing the Colonial or reducing the Baltic, so that they are made subservient either to consumption or revenue, *Hume* 130, 131——Effect of reducing duty on European timber on transferring the timber trade to the Baltic, and effect that would be produced on different interests thereby, *Pemberton* 2792–2795, *Miller* 4607–4609——The public would lose more from the want of means of emigration than they would gain by reduction of duty, *Astle* 4760, 4761——Impossible for the transfer to take place, *Solly* 1217–1225——The American trade would be kept up notwithstanding alteration of duties, *M'Gregor* 1881–1884——Transfer of trade would increase the difficulty of obtaining timber from the Baltic, *Carter* 4019–4023——If prices in the Baltic raised, there would be no transfer of trade, *Spence* 4392–4399.

No alteration of duty would reduce the Colonial importation one half, that effect would be counteracted by advanced prices in the Baltic, *Mitchell* 216. 256, 257——Colonial trade would not be injured by a small reduction on the Baltic, *Deane* 4997–5002——Duty on Colonial timber should be doubled, and that from the Baltic reduced, *Mitchell* 187–192——A small reduction of duty would only slightly enhance the price of Baltic timber, and cause a different description to be imported, *Mitchell* 212–215——More adviseable to increase the duty on Colonial timber and slightly reduce that on the Baltic, than to make a large reduction on the Baltic, leaving the Colonial as it is, *Mitchell* 265–277——Reducing the duty on European timber would benefit Sweden by increasing the price, but the supply would be limited, *Dickson* 375, 376. 538——To what extent the consumer would benefit by the reduced duty, *Dickson* 539, 540, *Spence* 4392–4399, *Deane* 4997–5002——It might not give a cheaper rate, but would give a better quality, *Baker* 3066, 3067.

If duties equalized, trade from America would be diminished, while that from Sweden would be increased, *Prescott* 797——Reduction of duty on Swedish timber would keep the trade in its present condition, otherwise it will decrease, *Prescott* 798–801——Reduction of duty on Baltic timber would open the ports of Norway for inferior timber, at a great sacrifice of the Colonial interests, *Miller* 4589–4596——Suggestions for alterations in the timber duties, *Parker* 1513——Advantage of reducing duties, in preventing the circuitous voyage from the Baltic to the Colonies, *M'Gregor* 1872–1874——How far the shipping interest would be benefited by reduction of duty, *M'Gregor* 1951–1953——Letters from Memel and Dantzig relative to the timber duties, with suggestions for alteration therein; and also showing the increasing timber trade of France, *Solly* 1536–1546——Duty on Baltic timber being five times higher than on Canada, tends to cramp the Baltic trade, *Bateman* 909——Difference of duty between Baltic and Canada timber has caused more of the latter to be used at a relative higher price, *Solly* 1173–1175.

The only protection that should be allowed to the Canadian producer is the extra amount of freight he pays over the European producer, *Norman* 682–715——If additional duty on American timber caused the duty and freight from America not to exceed that from the Baltic, it would not diminish imports from America, but would check increase, *Prescott* 795, 796——Manner in which alteration of duties would increase the importation from the Colonies, *M'Gregor* 1954——Amount of reduction of duty on Baltic timber that would cause its being more generally used in building houses, *White* 2958–2963, *Muir* 5034–5038——Proportion of increase duty on American, or decrease on Swedish, timber, necessary for placing the two countries on the same footing as to both freight and duty, *Prescott* 888–897——Further evidence as to the alteration of duties on the exports from the Baltic and the Colonies, *Miller* 4616–4639.

Amount of protecting duty that is necessary on Canada timber, *Parker* 1491–1499——Proposed reduction of protecting duties would enable the colonial trade to be carried on on a more wholesome footing, *M'Gregor* 1920–1923——Further evidence in favour of the removal of the protecting duties and abolition of the timber trade, *Revans* 2587–2589.

8. *Papers laid before the Committee:*

Amount of duty received on imports of timber in 1833, *App. p.* 387–389——Statement showing the various rates of duty charged in Great Britain on fir timber, battens and deals, 1788 to 1835, *App. p.* 390——Tables and estimates showing the extent of the protective effect of duties on fir timber and on deals and battens, in favour of the imports from our North American Colonies; and also showing the probable effects of certain alterations of those duties, *App. p.* 396–402——A table showing the several averages of duties on fir wood, as timber, and as deals or battens, imported in 1833, *App. p.* 396–402.

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Timber Trade. Persons who are principally interested in the timber trade to the North American Colonies, *M'Gregor* 1817–1818——Timber trade is the only trade of advantage to Lower Canada, *Neilson* 1963–1988——Great detriment to the Colonies from the removal

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moval of the timber trade, *Bliss* 2281–2283——Proportion the timber trade forms of the whole trade of the North American Colonies, *Bliss* 2284——Small proportion the timber trade bears to the whole trade of Canada, *Revans* 2427–2436.

Feeling of the Canadians as to the importance of the timber trade to the interests of the colony, *Neilson* 2084–2092. 2148——There is no commercial object which engages more of the attention of the colonists, or on which they place more importance, than the timber trade, *Bliss* 2217, 2218——A certain portion of the timber trade would continue even under an equalization of duties on Baltic and Canadian timber, *Revans* 2618——Increased exportation of timber from Canada, and of what description; improvement in quality, *Pemberton* 2679–2685——Supposed proportion of the population dependant on the timber trade, *Revans* 2512–2521——Reduction in the supply of timber from the Colonies would send a great portion of the population to the United States, and check emigration, *Pemberton* 2735, 2736.

Timber trade produces almost unmixed evil to the Canadas, *Revans* 2420——Opinion of an individual member of the Canadian legislature against the timber trade, as being a monopoly, *Revans* 2451–2460——Losses that would arise to individuals from extinction of the timber trade, and subsequent gain to the colony generally, *Revans* 2577–2581——The balance of timber and deals imported from the Baltic and the Colonies is but a very little in favour of the latter, *Carter* 4004–4006——Articles that would be exported from the Canadas if the timber trade did not exist, *M'Gregor* 1848–1851——If the lumber trade done away with, there is no other exportable article from Canada, *Neilson* 2071–2078——Present competition with Baltic timber causes the Canadian timber trade to be barely remunerating, *Pemberton* 2787–2791.

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Tonnage Duties. Tonnage duties of every description should be done away with, and should be levied as customs' duties on the cargo, *Solly* 1669–1671.

Tonsberg. White deals used occasionally formerly to come from this port, *Warburton* 5159.

Toulon. Is supplied with timber from Odessa, *Mitchell* 294.

Trade. How far the balance of trade with other nations would be affected by alteration of the timber duties, *Dowie* 3851–3861.

Troops. Number of troops in New Brunswick, *Bliss* 2338.

Tyne. Tonnage of foreign ships that come to the Tyne, *Anderson* 4153–4160——Tonnage brought into the Tyne for the carrying trade is not on the increase, *Anderson* 4303–4310.——*See* also *Freights.*

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Victualling. See *Shipping*, IV, 1.

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Virginia Oak. Price of, in 1767, *Warburton* 5110.

Voyages. Number of voyages annually performed from Memel and Dantzig by Prussian and English ships, *Solly* 1656–1663——Manner in which British ships are enabled to perform more voyages in the year than Prussian ships, by being employed in other trades, *Solly* 1672–1675——Prussian ships sometimes make five voyages in the year, *Carter* 3991——Course of voyages of ships in the timber trade, *Solly* 1729, 1730.

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Wages. Causes which make the wages on board Prussian ships as high as on board English ones, *Solly* 1640——Wages of Norwegian and Prussian sailors, *Gilmour* 3652, 3653——Wages in the United States higher than in Lower Canada, which causes emigration from the latter place, *Neilson* 1984, 1985. 2152, 2153, *Bliss* 2331–2333——Rate of wages, and manner in which paid, in the North American Colonies, *M'Gregor* 1797–1800, *Dowie* 3749——Comparative wages of lumberers and agricultural labourers, *Neilson* 1968, 1969, *Pemberton* 2674, 2675——Lumberers do not receive higher wages in proportion to any hardships they may be exposed to, *Revans* 2528–2533.

See also *Norwegian Shipping. Prussian Shipping. Russian Shipping. Shipping*, IV, 1. 3. *Swedish Shipping.*

Wainscot Logs. Reduction of duty on mahogany and other woods has prevented the importation of wainscot logs, *Mitchell* 180–183——From their usefulness it is bad policy to continue a high duty on them, *Mitchell* 238–242——Comparison between Dutch and Riga wainscot; importation of Dutch wainscot in boards preferable to logs, *Armstrong* 3315–3329——Statement of the export from Riga of wainscot logs, timber and deals,

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Wales. Oak of Wales shipped to the eastern coast of Scotland for ship-building instead of being converted into ships in Wales, *Solly* 1712.

War. Manner in which a deficient supply to be guarded against in the event of a war with the northern nations, *Hume* 134, 135——Comparative ratio of rise of price between America and the Baltic in the event of war, *Solly* 1168–1170——Whether more advisable to pay a higher per-centage annually to Canada, or trust to money procuring a supply from the northern ports in the event of a war, *Solly* 1178–1180——Cost price of timber in countries of growth rather falls than rises during war; the increase of price to the British consumer is from the rise of freight and obstruction to navigation during war, *Warburton* 5108——Prices were more affected by war at Riga than at Memel, *Warburton* 5109——In all such cases as occurred in former wars, and in the early periods of the last war, when the markets remained open, it was the freight, and not the price in the foreign market, that fluctuated, *Warburton* 5112——The hazard of an advance on European timber in the event of a war is too remote for the necessity of keeping up the loss we now sustain in price by importing from Canada; and that source may fail in the event of a war, as was the case in 1813 and 1814, *Warburton* 5113.

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Waste Lands. Facilities afforded by the timber trade for the settlement of waste lands is to a very limited extent, *Revans* 2534–2537.

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See also *Baltic Timber. Conveyance of Timber.*

Waterford. See *Ship-building.*

Water Power. Mills are worked by water power, as being less expensive than steam, *Bliss* 2252–2255.

Welland Canal. Number of bushels of wheat which passed through, in 1834, *Bliss* 2270.

West India Colonies. Shipping employed by the British North American Colonies in the British West Indies in 1833, *App. p.* 382——*See* also *North American Colonies.*

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White, John. (Analysis of his Evidence.)—Manner in which the timber duties prevent European deals coming here in the state most suitable to building purposes, 2849–2854——Advantage of taking the duty by the cubical contents, 2855, 2856——Sizes at which deals come from the Colonies, 2857, 2858——Comparative qualities of Baltic and American deals for indoor purposes, 2859, 2860——What description of timber in the log is preferred for building purposes, 2861–2863——Manner in which the duty should be taken to prevent the timber in the log bearing a higher rate of duty than deals, 2864–2866——Proposed graduated scale of duties for deals, with reference to cubical contents, 2867–2871——The waste on cutting deals is greater abroad than by the carpenters reducing them here, 2872, 2873——Strength and durability of Norway deals, 2874–2879. 2884.

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Window Glass. Estimate of imports of timber, under different rates of duty, including a commutation of the duties on window glass, *App. p.* 401.

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Woodcutters. In Norway are paid by barter, *Norman* 716.

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Yard-keepers. Benefit of reducing duty on Baltic timber to yard-keepers, *Solly* 1769–1773——Yard-keepers might object to the proposed mode of levying the duties from having more trouble, and being obliged to keep large stocks, *Baker* 3030–3032——Nature of business of a yard-keeper, *Warburton* 5098——Advantage if the privilege of bonding on their premises could be extended to yard-keepers, with security to the revenue, *Warburton* 5100–5106.

Yellow Deals. Period up to which yellow deals, from Christiania, of 2 ½ inches thick, continued to be imported, *Warburton* 5100——Quality of those imported from Norway, Sweden, Russia and Prussia, *Warburton* 5159.

Yellow Pine. Manner its import would be affected by the increasing the duties on Colonial timber, *Hume* 53, 54——Would not bear additional duty, *Mitchell* 297——Yellow pine of America affects the red more than the Swedish white wood deals, *Dickson* 381, 382——Purposes for which used, *Hume* 53, 54, *Norman* 688–692, *Solly* 1763. 1774, 1775, *Pemberton* 2798–2804, *Armstrong* 3254–3298——Purposes for which more or less would be used, if at the same price as Baltic timber, *White* 2894–2897, *Armstrong* 3299–3313——Bad quality of yellow pine; the sooner it is put out of consumption the better, *Mitchell* 257–259——Superior qualities thereof, *Norman* 688–692——Quality of, *Armstrong* 3254–3298——Quality of, for rafters, *White* 2892, 2893.

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Yellow Plank. Ports in Russia from which yellow plank used to be supplied formerly; specification of two cargoes imported from St. Petersburgh in 1769, *Warburton* 5100——Specifications of cargoes of yellow plank, imported from Narva in 1764; from Onega in 1770; from Wyberg in 1766, *Warburton* 5100.